VOL. CCXIV, No. 2793

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THE SPHERE, AUGUST 22, 1953
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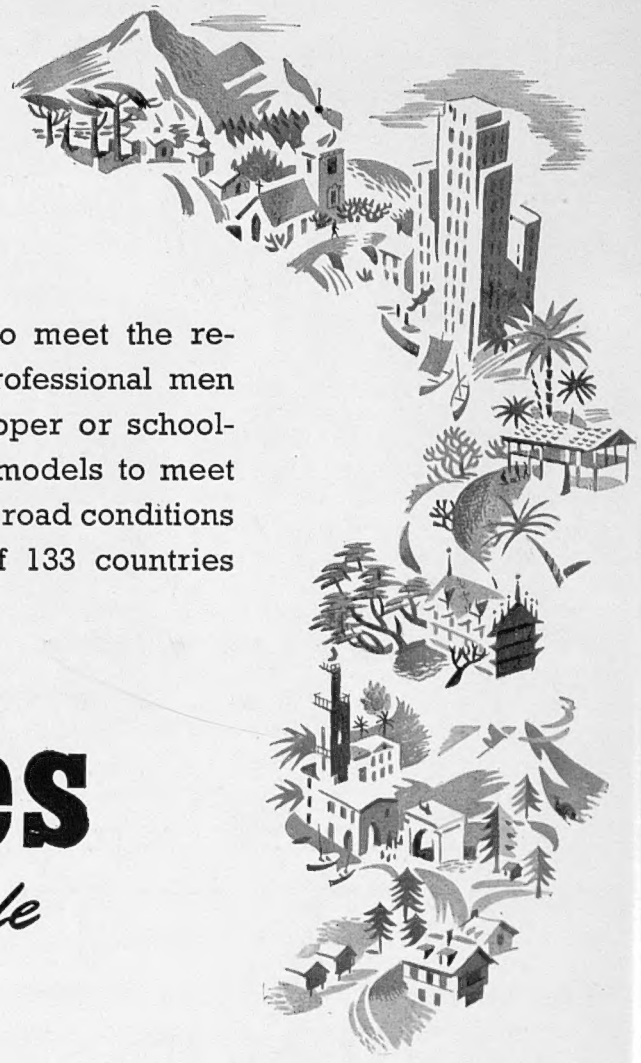

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Volume CCXIV No. 2793

The SPHERE, London, August 22, 1953

The SPHERE

with which is incorporated THE GRAPHIC

THE GREEK EARTHQUAKE DISASTER—KING PAUL OF GREECE SAYS ENCOURAGING WORDS TO AN OLD VILLAGER IN ARGOSTOLI WHO HAS LOST HIS SON AND DAUGHTER, ALL HIS CROPS AND HIS HOME: A helicopter survey of the island of Cephalonia, the hardest hit of the islands in the Ionian Sea, has shown that all the towns and villages are laid in ruins. More than 120 shocks were registered in the islands and casualty estimates, necessarily tentative, indicated several hundreds dead, 2,000 injured and at least 75,000 homeless. (Further pictures will be found on pages 258-59 of this issue.)

In the South Ionian Islands there is to-day a trail of blazing ruins after the recurrent earthquake shocks which have laid waste the land. By last week-end three British warships were helping in relief work, and further units were sailing from Malta at the direction of Admiral Lord Mountbatten, who himself visited the disaster area, as also did King Paul of Greece. The fact that British ships were able to lend aid so swiftly is surely a cause of great satisfaction, as the link between Britain and the islands is strong. For half-a-century, from 1815 to 1864, the Ionian Islands were under the protection of the British Crown, and Mr. Gladstone actually served there as Lord High Commissioner in 1859. At the time of writing it is not possible to measure the full extent of the devastation, but hundreds of lives have been lost and tens of thousands of people have been rendered homeless. The ports in Cephalonia have been entirely destroyed and Ithaca has been swept by tidal waves. The King and Queen of Greece travelled to the islands by corvette, and their approach was made difficult by the heavy seas running and the destruction of the ports.

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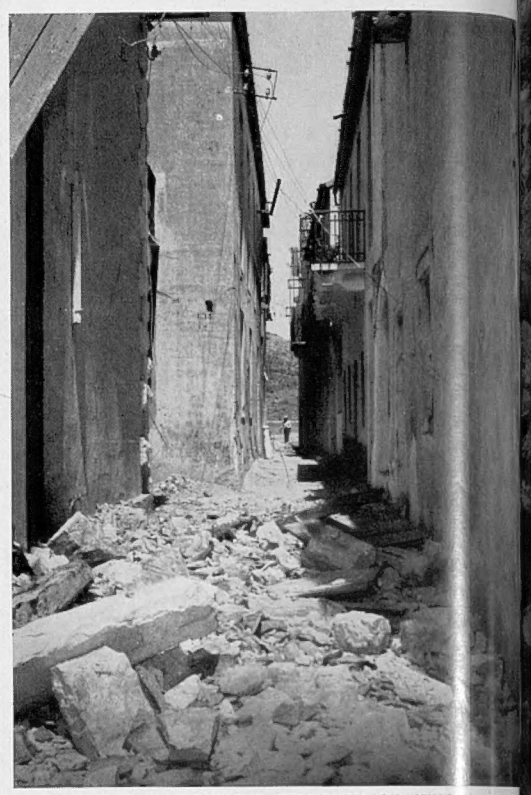
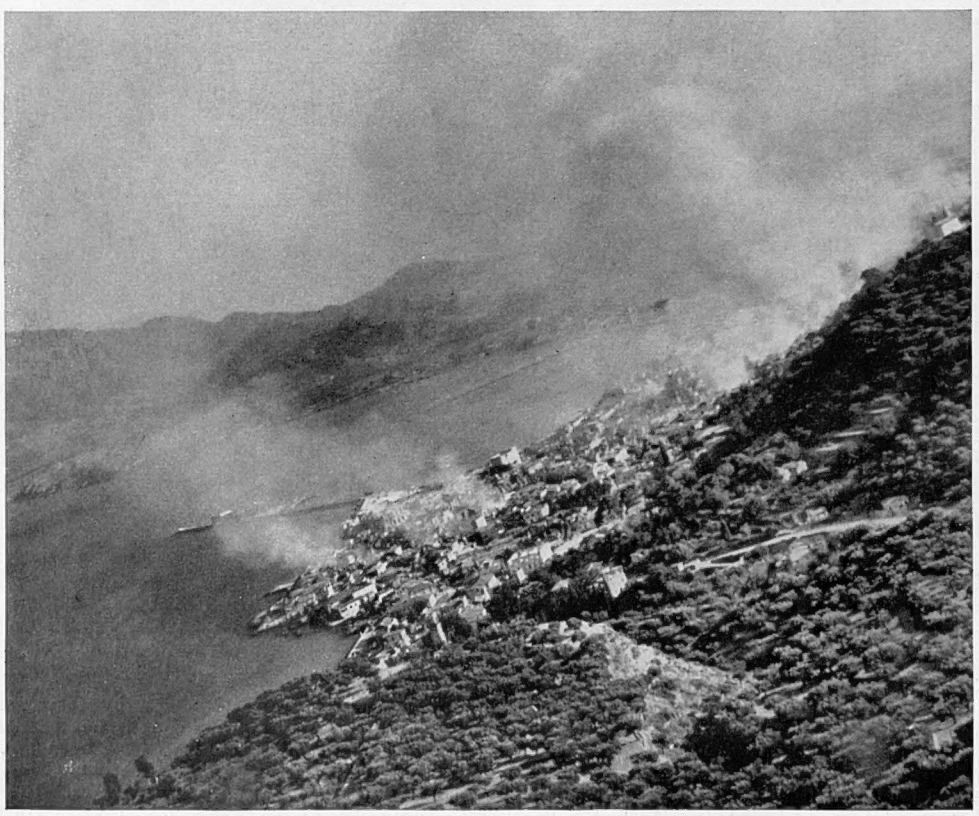
THE GREEK EARTHQUAKE DISASTER

THE TRAIL OF DESTRUCTION IN THE IONIAN ISLANDS; SCENES AMID THE DEBRIS OF DESTROYED TOWNS AND VILLAGES

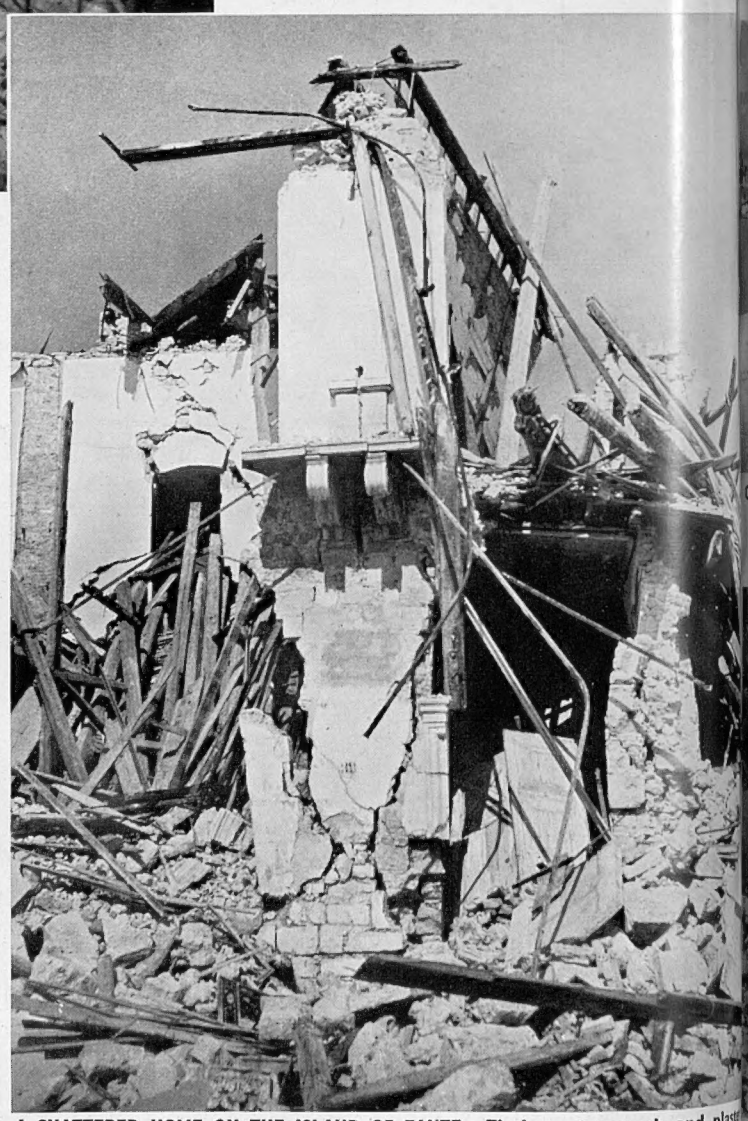
THE RUINED TOWN OF ZAKYNTHOS, CAPITAL OF THE IONIAN ISLAND OF ZANTE: This town was practically wiped out by the earthquakes which overwhelmed the South Ionian Islands last week in a series of shocks. Huge fires broke out in Zakynthos after the first earth tremors, and whatever the earthquake spared was consumed in the flames. Earthquakes have frequently afflicted the Ionian Islands, because of the instability of the geological structure.



IN ONE OF THE STRICKEN VILLAGES OF ITHACA: Debris in an alleyway after earth tremors had shaken the houses. Many of the inhabitants of Ithaca, terrified by the repeated tremors, took to the fishing boats and attempted to reach the mainland

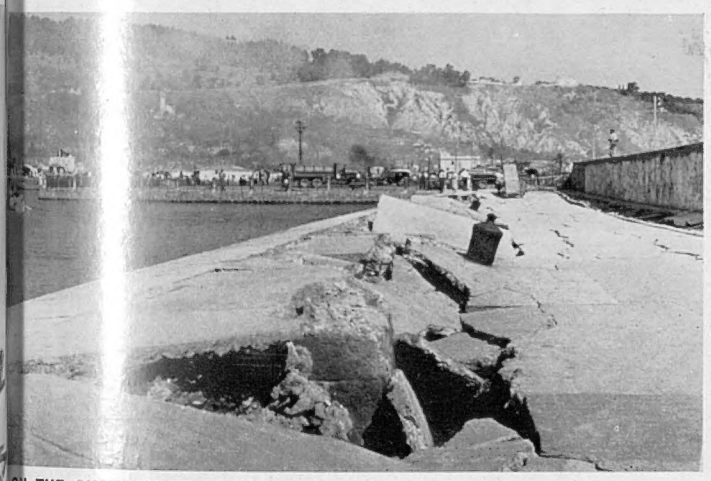


FIRES RAGE IN ZAKYNTHOS: This view of the port was taken several days after the first tremors. A high wind fanned the flames and men with Diesel pumps had to be employed to prevent the fires spreading to the tents set up near the town by the relief organisations.



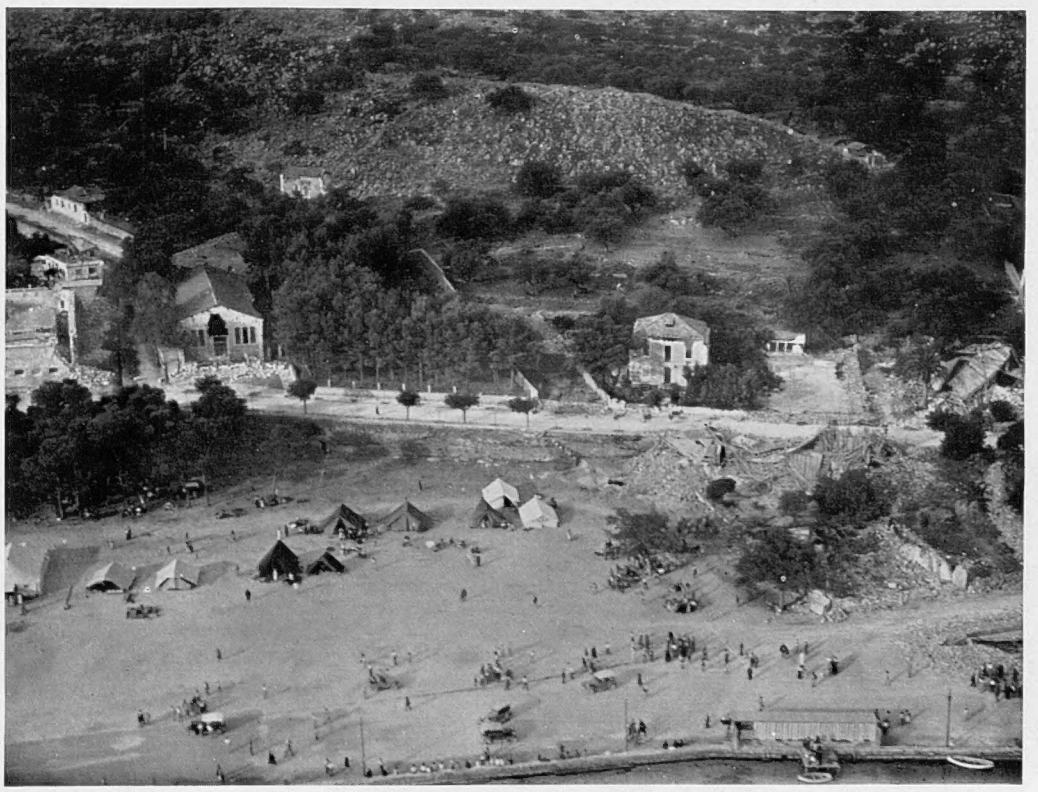
A SHATTERED HOME ON THE ISLAND OF ZANTE: Timber, stonework and plaster in a scene of devastation which was repeated in towns and villages throughout the South Ionian Islands. The search for victims beneath the debris has been one of the heart-breaking tasks of relief workers

THE RUINS OF ARGOSTOLI : A close examination of this aerial view shows that not a house remains intact. Argostoli is the capital of Cephalonia. The British destroyer *Daring* sailed into Argostoli with 200 tons of relief supplies, and the frigate *Wrangler* arrived off Sami, on the same island. Later the U.S. cruiser *Salem* steamed into Argostoli with helicopters on board, and reports made after the first helicopter survey at once indicated the true magnitude of the disaster.



ON THE QUAYSIDE AT ZAKYNTHOS : A series of mighty tremors shook the port and after them the captain of a naval vessel radioed to Athens, "Zakynthos no longer exists." The disaster in the Ionian Islands is probably greater than the destruction of Corinth in 1928.

WRECKED HOUSES IN VATHY, ON ITHACA : The port of Vathy, legendary home of Odysseus, was swept by tidal waves. One report stated that 98 per cent. of the houses were either damaged or destroyed.



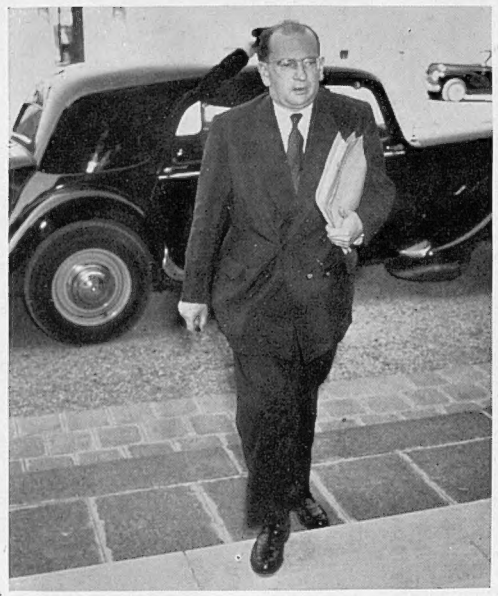
A CAMP FOR THE HOMELESS : Tents on the coast of Zante set up by relief organisations which came into the islands with medical supplies and tentage as soon as the extent of the disaster was realised. An international co-ordinating committee has been set up to deal with relief measures, and this committee met the Greek Minister of Defence aboard the British destroyer *Daring*.

A LONDON NEWSLETTER

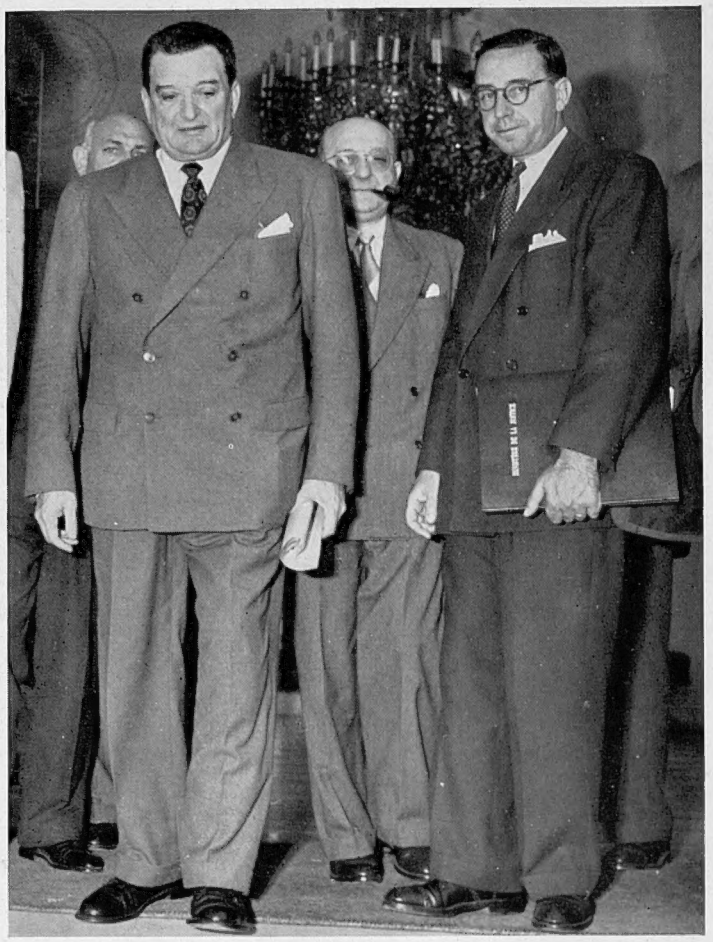
The Old Stager is taking a brief holiday, and no London Newsletter appears in this issue of "The Sphere." He will resume his weekly contributions in our issue of August 29

THE FRENCH CRISIS

THE CABINET MEETS; THE STRIKES CONTINUE; THE BRITISH EMBASSY DEALS WITH THE EMERGENCY



THE FRENCH CABINET MEETS TO DISCUSS THE CRISIS : Only a day after the twenty-four-hour warning strike by 2,000,000 public employees, the French Council of Ministers met to confirm the proposed economic decrees to which the unions for State employees so strenuously object. As a result of the maintenance of the decrees, the strike was renewed, this time on a much larger scale. Only the measures raising the retiring agé for pensions were modified. *On left*—M. Edgar Fauré, the Finance Minister, arrives at the Palais d'Elysée. *On right*—M. Pierre Ferri, the Minister for Posts and Telegraphs. It was the Post Office workers who were the first to strike, and who have throughout refused to return to work. Only matters of life and death were handled by telephone and cable. The complete dislocation of all postal services has led to ingenious methods of communication being devised by business men and private citizens.



THE PREMIER REFUSES TO GIVE WAY TO THE STRIKERS : M. Joseph Laniel, the Prime Minister, with the Minister of Interior and Minister of Justice, after a Cabinet Meeting at the Elysée. In a broadcast to the nation, M. Laniel declared that he refused to give in to pressure and that he would not recall Parliament.

Some 3,000,000 workers in the public services went on strike throughout France in protest against the economic decrees of M. Laniel's Government. The strike affected postal, transport, gas and electricity services, and the nation was paralysed as a result. Nevertheless, M. Laniel refused to give way to strike pressure and stood by his Government's financial measures, though he has conceded that there may be some claims which require consideration when the strike has been called off. M. Laniel also refused to accede to the demand for a recall of Parliament, which is at present in recess. Meanwhile, the unions for the State employees, though not entirely united among themselves, tried to induce the industrial unions to join them in a General Strike. Among those hit hardest by the strikes are British tourists trying to get home. The overworked Embassy in Paris has done much to alleviate hardship by loans of money and by arranging transport.

A TRADE UNION OFFICIAL ADDRESSES POST OFFICE WORKERS ON STRIKE : The scene during the main strike-wave at a Labour Exchange in the Chateau d'Eau, as a postal trade union official addresses the strikers. Most of the 3,000,000 on strike are workers in government departments.

TROOPS STEP IN TO DELIVER THE MAIL : The Army takes over the handling of letters and parcels at the main Post Office in Paris as the strike of the postal employees enters its second week.

STRANDED BRITISH HOLIDAY-MAKERS APPEAL TO THE EMBASSY IN THE FAUBOURG ST. HONORE : A member of the staff of the British Embassy in Paris gives advice and currency to Britons stranded in France.

BUSES OUTSIDE THE BRITISH EMBASSY LOAD UP WITH PASSENGERS FOR THE CHANNEL PORTS : With no other transport available, the Embassy, besieged by British travellers trying to get home, quickly arranged for motor buses to take them to one of the Channel ports.

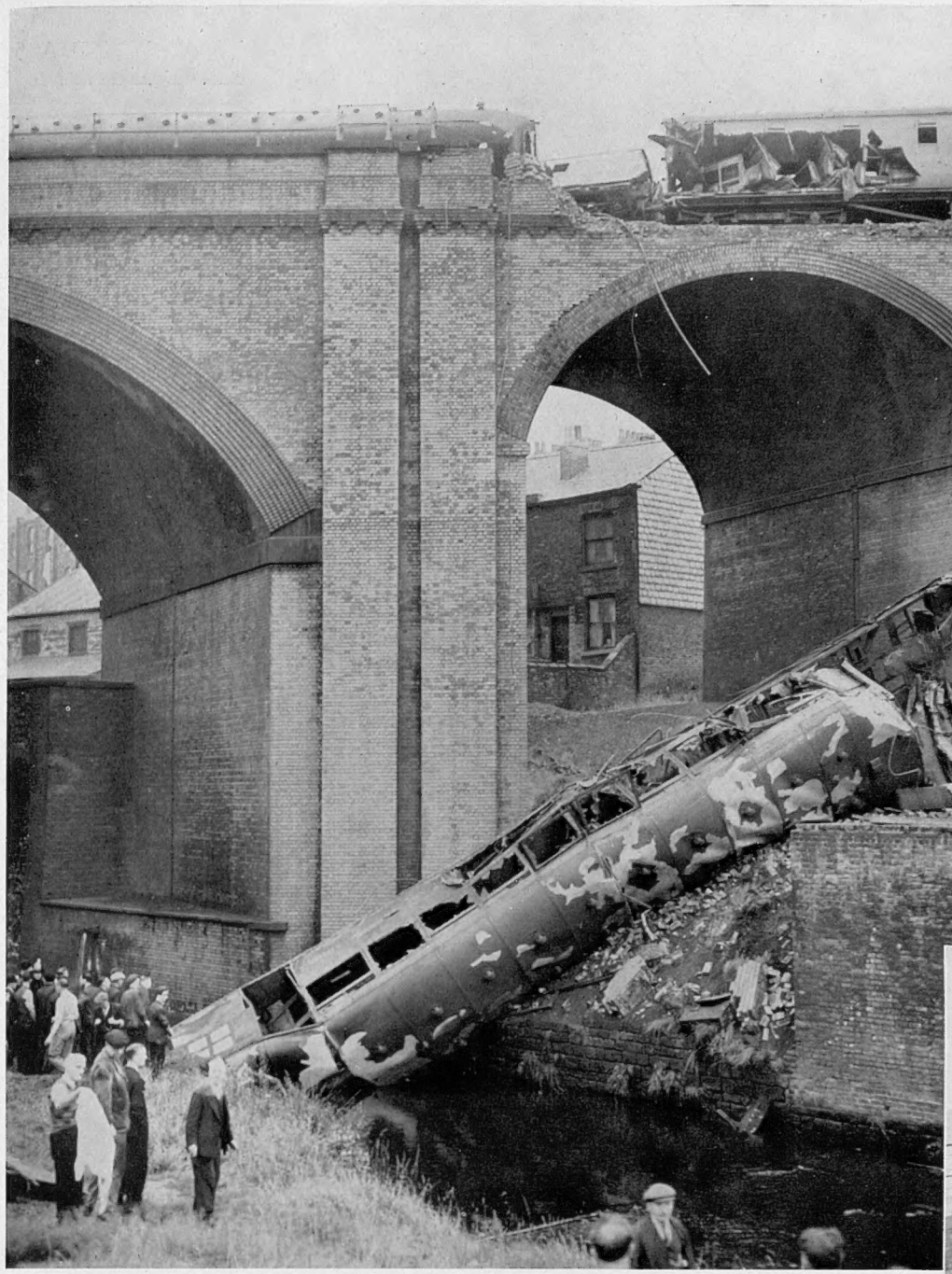
Disaster on the Line

TWO WEEK-END TRAIN CRASHES

The Fatal Collision on the Irk Valley Viaduct, Manchester, and the Derailment of the Bradford to Bristol Express

If a coupling which joined one coach with another on the electric train which was involved in the crash at Manchester had not snapped, many more lives would have been lost in what was already a serious disaster Ten passengers were killed and sixty injured in the crash, which occurred while the steam train was crossing the path of the other train. The first coach of the electric train ricocheted off the side of the steam engine and plunged over the side of the viaduct. The coupling snapped as the coach fell, and so the other coaches remained on the viaduct. Most of the casualties were in the first coach of the electric train. Emergency services were brought into action soon after the crash occurred and rescue workers toiled continuously for thirty-six hours to extricate trapped passengers and to clear the line of wreckage. They were greatly hampered by having to work in the waters of the River Irk, which in places was over 5 ft. deep. Acetylene cutters were used to cut through parts of the wreckage.

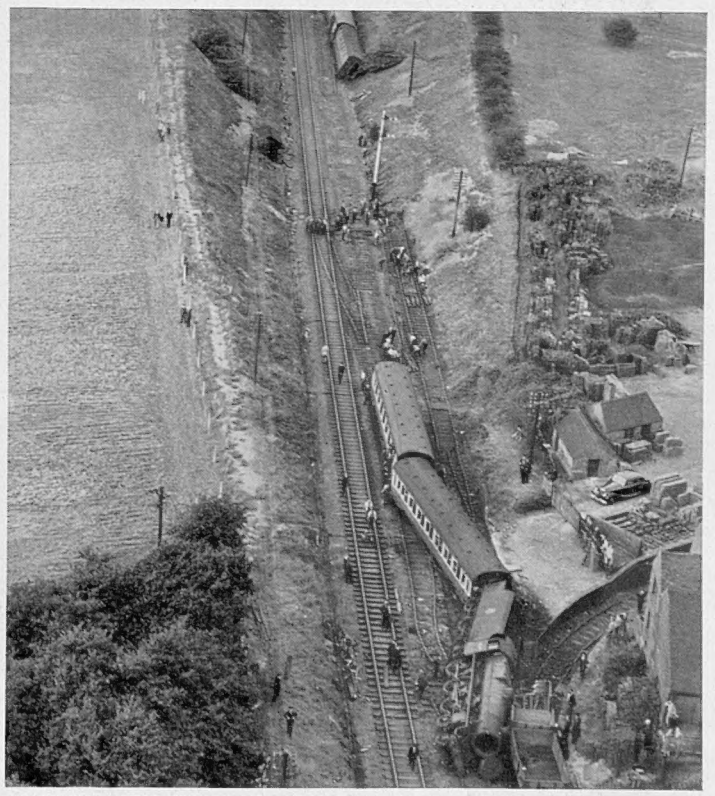
There was another train accident during the week-end, at Tamworth, in Staffordshire, where the Bradford-Bristol Express was derailed while travelling at more than 50 miles per hour. The engine and the two leading coaches came off the rails, and broke away from the rest of the train. Six of the following coaches were also derailed, coming to rest against the steep sides of the cutting in which the accident occurred. The cast of a touring theatre company which was travelling on the train organised an impromptu concert for the passengers while they waited for relief transport.



THE WRECKAGE OF THE ELECTRIC TRAIN COACH WHICH PLUNGED OVER THE IRK VALLEY VIADUCT IN THE TRAIN CRASH NEAR MANCHESTER : Ten people were killed and more than sixty injured when the electric train and a steam train came into collision on the viaduct. The coach seen above tore a 30-ft. gap in the wall of the viaduct before plunging into the waters of the River Irk, 90 ft. below. The two trains involved in the crash were the 7.36 a.m. steam train from Manchester to Bacup and the 7.20 a.m. electric train going from Bury to Manchester.

THE OVERTURNED ENGINE OF THE STEAM TRAIN AT THE CRASH NEAR MANCHESTER : A breakdown gang and railway officials are seen during the work of clearing the line to make way for other traffic.

ANOTHER VIEW OF THE FIRST COACH OF THE ELECTRIC TRAIN : Rescue workers are seen as they search the wreckage for killed and wounded passengers. If the coupling that joined this coach with the rest of the train had not snapped, other coaches would have fallen.



ANOTHER WEEK-END TRAIN ACCIDENT : The derailed engine and coaches of the Bradford-Bristol Express at Tamworth, Staffordshire. The train was travelling at speed when the engine and following coaches were derailed. The steep sides of the cutting prevented the coaches from overturning, and there were no serious casualties.

KOREA'S FREEDOM VILLAGE

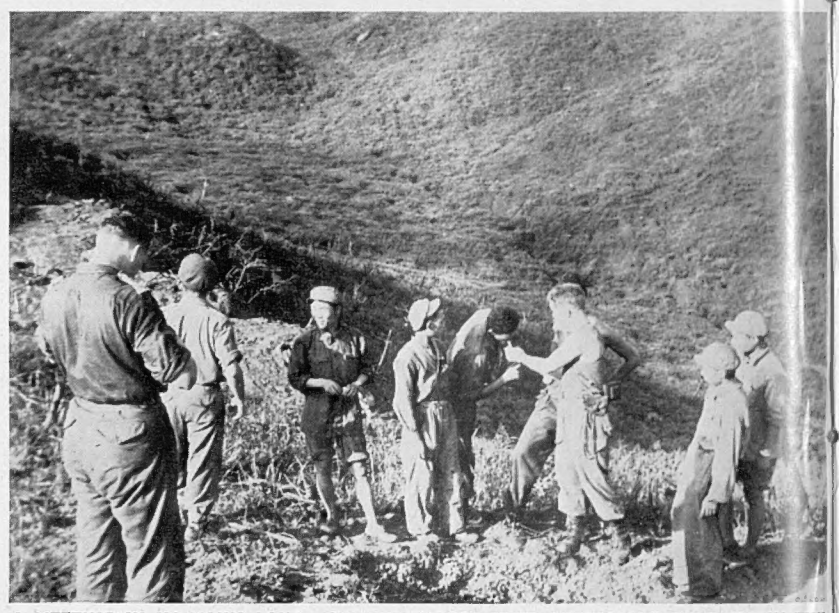
The Exchange of Prisoners Continues at Panmunjom, where there is a Marked Difference Between the Behaviour of the Communist and Allied Repatriates

At Panmunjom, the exchange of prisoners of war is continuing smoothly. The Communists have now reduced the number of South Korean soldiers being repatriated and increased the British and American personnel accordingly. Generally speaking, our men have been in good heart and in reasonable health, and there have been few tales of atrocities by the Communists. Some returning prisoners have told of forced marches and solitary confinement, but these have been the exception rather than the rule.

A feature of the exchanges held daily at Panmunjom has been the behaviour of North Korean soldiers. Almost without exception the troops have held demonstrations showing hostility to their captors, and just before they have been handed over to the Communist authorities, they have discarded or torn the clothing issued to them by the United Nations, in an attempt to call attention to alleged ill-treatment by their captors.

In America, Mr. Foster Dulles, who has recently returned from a visit to Korea during which he held talks with President Syngman Rhee, has cast doubts upon the integrity with which the repatriations are going. He recalled the number of prisoners withheld by the Russians after the Second World War, and said that because of this there was reason for suspicion and alertness on the part of the United Nations.

THIS IS FREEDOM VILLAGE NEAR PANMUNJOM, WHERE THE EXCHANGE OF PRISONERS OF WAR BETWEEN THE UNITED NATIONS AND THE COMMUNISTS, TAKES PLACE: On the right of the line of tents are Communist trucks which are delivering Allied prisoners during operation "Big Switch." The ex-prisoners pass through the tents in the centre for documentation and the sick and wounded are carried away in the Red Cross ambulances seen between the two lines of tents. Scenes such as this are now a common sight at Panmunjom, where exchanges of prisoners have been taking place since the Truce was signed.

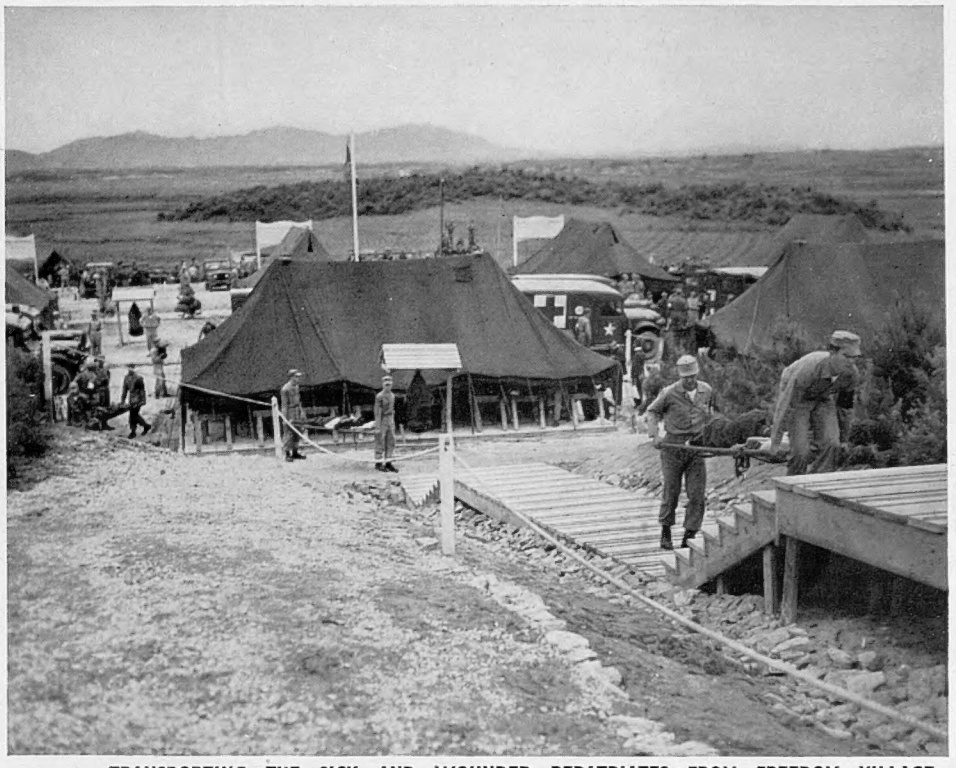


A MEETING IN NO-MAN'S LAND—CHINESE TROOPS MEET AUSTRALIAN SOLDIERS IN THE "BUFFER ZONE": The Chinese appeared to be of a very friendly disposition and offered the Australians cigarettes and rice wine.

COMMUNIST PRISONERS ARRIVING AT PANMUNJOM EN ROUTE FOR THE NORTH: This was the scene at the North Korean reception as lorry-loads of prisoners arrive at the exchange centre for repatriation. The North Korean flag is flying from the tent on the left.

COMING FROM THE NORTH AND GOING TO THE NORTH: Two convoys are seen passing outside Panmunjom. The truck on the left carries flag-waving North Koreans, and those on the right carry sick and wounded United Nations men.

NORTH KOREAN "W.A.C.s" HOLDING A DEMONSTRATION BEFORE REPATRIATION: These women are watched by a North Korean officer (in white coat) as they unfurl a banner. They have also discarded their shoes.



TRANSPORTING THE SICK AND WOUNDED REPATRIATES FROM FREEDOM VILLAGE: Men in need of immediate attention are seen as they are carried up to a helicopter landing-point from where they will be flown to a Military Hospital.

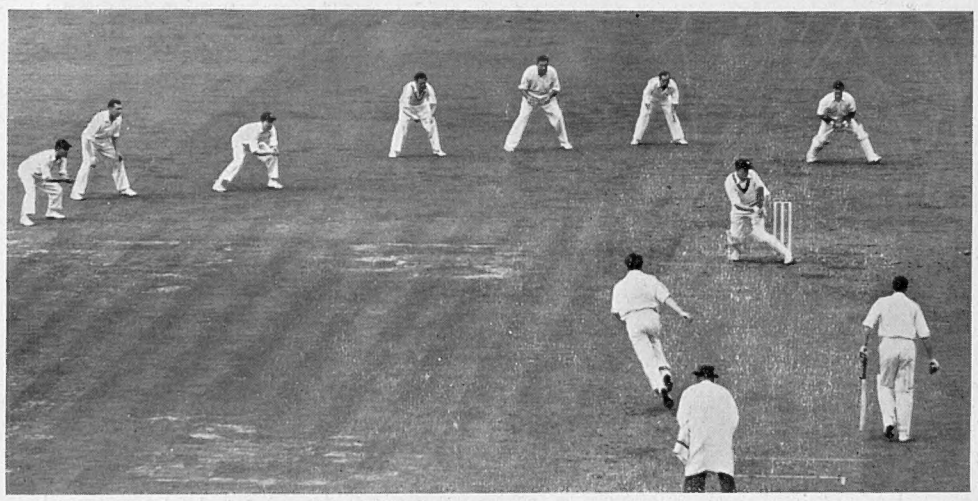
CHINESE PRISONERS HOLD A DEMONSTRATION AT PANMUNJOM: The man in the foreground is about to tear off his jacket to add it to those already thrown to the ground by his comrades. Other prisoners spat at the American guards and threw stones.

CLOTHING DISCARDED BY COMMUNIST PRISONERS AT PANMUNJOM: There has been a marked difference between the behaviour of Allied men and the North Koreans at the prisoner exchange. Nearly every truckload of Communist prisoners has made some sort of violent demonstration of hatred against their captors.

SOME OF THE FIRST ALLIED PRISONERS TO BE REPATRIATED AT THE EXCHANGE HELD ON AUGUST 4: *On left*—A group of American repatriates being welcomed by high-ranking officers. *On right*—A smiling American soldier, wearing the uniform issued by the North Koreans, is helped from a truck at Freedom Village at the first prisoner exchange to be held after the Truce. Above the tent in the background is a "Welcome Back" sign, with a message in Korean as well as in English.

THE LAST TEST AT THE OVAL

The Hostile Bowling of Trueman, the Yorkshireman, Helps to Bring Australia's First Innings to An End in Less Than a Day



THIS WAS THE FIELD THAT TRUEMAN WAS ABLE TO SET IN AUSTRALIA'S FIRST INNINGS: Hole is seen hitting to leg a delivery from the young Yorkshire fast bowler, while no fewer than six English fielders stand menacingly near the bat. Trueman bowled with unrelenting hostility, and his four wickets in Australia's first innings were well earned indeed.

RAY LINDWALL HITS HIS WAY OUT OF TROUBLE: The Australian fast bowler batting in the first innings, when he scored a brilliant 62.

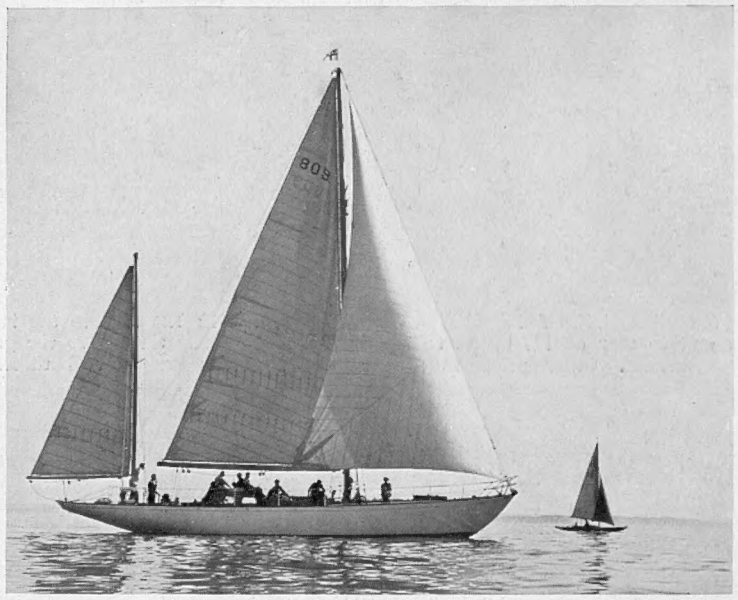
THE DISMISSAL OF LINDSAY HASSETT: Evans appeals for a catch at the wicket and Edrich (in background) upholds the claim.

FRED TRUEMAN IN ACTION: England's fast bowler seen at the moment of delivery. He took four wickets for 86 runs in Australia's first innings, claiming the wickets of Harvey, Hole, de Courcy and Lindwall. It was thought at first that it was a gamble to play Trueman, as he has not had a full cricketing season owing to his time in the Services. He bowled with fire and pace, however, and some of the balls came so fast off the pitch that he had his opponents playing late for them—a very sure sign of the quality of his work. It was significant that Hutton worked him hard and Trueman seemed to revel in it, remaining hostile to the end.

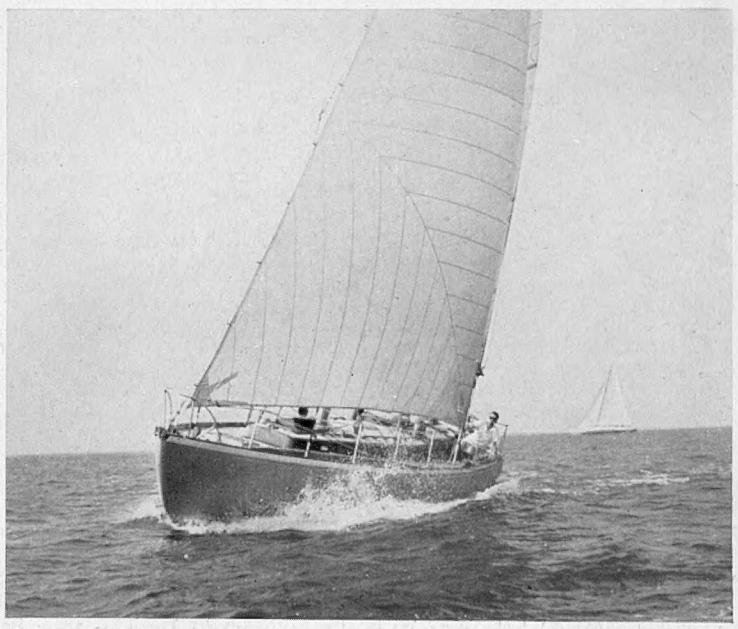
"THE FASTNET" OVER 600 MILES OF OCEAN

An English Yacht Wins the Royal Ocean Racing Club's Race from Cowes to Plymouth, via the Fastnet Rock

"FAVONA" WINS OVER A TESTING COURSE: Sir Michael Newton's yacht *Favona* at the start of this year's Fastnet race, which she won in a corrected time of 96 hrs. 11 mins, 26 secs. The 600-mile course from Cowes, around the Fastnet Rock and back to Plymouth, provides one of the most testing races in the yachting calendar. The race, organised by the Royal Ocean Racing Club, now takes place every two years, and this year there were forty-three entries, forty-one of whom finished the course. The race attracted ten competitors from abroad. *Savona*, which was racing in Class Three for yachts of 17 to 27 ft., was nearly fifty minutes ahead of the second yacht, *Lothian* (F. R. Woodroffe), also Class Three.



THE LLOYDS YACHT CLUB'S "LUTINE" IS FIRST IN HER CLASS: The 60-ft. ocean-going yacht, built last year for Lloyds Yacht Club, won Class One of the Fastnet Race in 103 hrs. 54 mins. 45 secs.



THE CLASS TWO WINNER: *Uomie*, owned by Mr. S. B. Slater, won Class Two (27-36-ft. rating) in 97 hrs. 18 mins. 3 secs., more than eighty minutes ahead of her nearest rival in the race.

"NO CHANGE" IN CANADA'S ELECTIONS

Mr. St. Laurent Remains in Power, and the Helicopter Proves Its Value in Collecting Ballot Papers

For the fifth successive time the Canadian Liberal Party have won the Federal elections, and by a comfortable, although slightly reduced majority. The Conservative Party, the only one to present a challenge to Mr. St. Laurent's party, did not do as well as they had hoped and lost their second election under the leadership of Mr. George Drew. The main item in Mr. Drew's election programme was that if the Conservatives were returned to power they would reduce taxation by 500,000,000 dollars a year, without making any drastic cuts into the rearmament programme. This statement was, of course, challenged by the Liberals, who said that such a feat was impossible, and it was failure to convince on this point that weakened the Conservative campaign.

In a country as widespread as Canada, the collecting and counting of the votes presents a very thorny problem. At the last elections, the ballot papers were dropped by parachute to remote areas, but this year the helicopter has shown yet another of its many uses. A helicopter based on the *D'Iberville* was used both to take the voting material to the settlements and to take it away.

THE CANADIAN ELECTIONS—COLLECTING THE VOTES OF ISOLATED SETTLEMENTS: The Canadian Government ice-breaker *D'Iberville* is seen at Cornerbrook, Newfoundland, before setting out to help in collecting the votes. The final count revealed that the Liberals, led by the Prime Minister, Mr. St. Laurent, had retained power with a slightly reduced majority. The *D'Iberville*, which carried a helicopter to help in collecting the votes, called at about sixty settlements.

A BOAT REPLACED THE HELICOPTER IN BAD FLYING WEATHER: A boat from the ice-breaker *D'Iberville* is seen making its way to one of the remote settlements on the coast of Labrador.

MR. ST. LAURENT, THE CANADIAN PRIME MINISTER, WAVING TO HIS SUPPORTERS DURING THE ELECTION CAMPAIGN: Mr. St. Laurent, who is seventy-one, has been in politics for only twelve years, being called from his law practice by Mr. Mackenzie King to a seat in the wartime Cabinet.

THE HELICOPTER RETURNING TO THE "D'IBERVILLE" AFTER COLLECTING BALLOT PAPERS FROM AN ISOLATED SETTLEMENT: To help in the elections, the *D'Iberville* was recalled from Britain, where she had appeared at the Spithead Review. Later this year she will take part in her annual supply mission.

THE OPPOSITION HOLD A RALLY: Seen at a rally held in the Canadian National Exhibition Park, Ontario, are, from left to right: Mr. Leslie Frost, the Ontario Prime Minister; Mrs. George Drew; and Mr. George Drew, the leader of the Progressive Conservative Party, the only challengers to the Liberals.

FROM EUROPE, ASIA AND THE AMERICAS

Swiss Farmers Protest Against the Government; Trouble Brewing in Persia; The Holy Carpet on its Annual Journey; The Cuban Revolt; India Threatened with Floods; Ohio Joins the United States; Talks in Egypt; and Other Items of Foreign News

SWISS FRUIT PRODUCERS PROTEST VIOLENTLY AGAINST THE IMPORTATION OF FOREIGN FRUIT BY THE GOVERNMENT: This was the scene at Wallis, in Switzerland, as the villagers littered the railway track with fruit-boxes. Because of the barricades at the railway station, the Simplon Express had to be diverted and arrived behind schedule. The Swiss farmers claim that millions of pounds of Swiss apricots are rotting in storehouses, because the Swiss market is glutted with fruit imported from abroad. The local police at Wallis refused to intervene in the demonstrations, and thirty police from another district had to be called to clear the line. At other places in the same district goods wagons were burned out and roads blocked.

APRICOT FARMERS SET FIRE TO GOODS WAGONS TO DRAW PUBLIC ATTENTION TO THEIR GRIEVANCES: There has been an exceptionally good harvest of apricots in Switzerland this year, and the Government's refusal to buy a "fair portion" of the goods has angered the Swiss farmers.

PERSIAN PROVINCIAL WORKERS MARCHING TO THE BALLOT BOOTHS TO VOTE IN FAVOUR OF THE DISSOLUTION OF THE MAJLIS: The dissolution of the Majlis (the Lower House of the Persian Parliament) was mooted by Premier Moussadek some months ago and opposed by Mulla Kashani, the former Speaker of the House. During the voting in the provinces, one man was killed and others were injured in clashes between Communist and non-Communist voters. For some months, Moussadek has been having a great deal of trouble with the Majlis, where many Deputies who have disproved of his policies have absented themselves from the House and thus prevented the quorum necessary for the adoption of Bills. Dr. Moussadek has done as before when hindered by the Majlis, and appealed to the people, who have supported him, believing that he wanted the Majlis dissolved in order to hold another election. Observers in Teheran have reported, however, that the Premier intends, now that the people have approved the Dissolution of Parliament, to govern the country himself quite unhampered by any legislative check.

THE HOLY CARPET STARTING ON ITS ANNUAL JOURNEY FROM CAIRO TO MECCA: The journey of the Holy Carpet to Mecca is traditionally an annual ceremony, and although it lapsed for a while during the reign of the late King Fuad, it was revived in 1937 by his successor, King Farouk, and is now carried on by the Egyptian President, General Neguib. This year, however, instead of travelling on camels, the carpet was carried in procession. The departure of the Holy Carpet is always a big and popular event in Cairo, and is watched by many thousands of Cairenes. On arrival at Mecca, the carpet is placed on the Kaaba, or sacred black stone, which stands in the centre of the great mosque.

On right—

SIR IVONE KIRKPATRICK, THE RETIRING HIGH COMMISSIONER IN GERMANY, TAKING HIS LEAVE OF BERLIN: Sir Ivone is seen reviewing a detachment of the West Berlin Police. He is accompanied by the British Commandant of Berlin, Major-General Coleman (centre), and a high-ranking German police officer. Sir Ivone Kirkpatrick has been High Commissioner in Germany since June 1952, and he is leaving to take up the post of Permanent Under-Secretary of State at the Foreign Office. During his farewell visit to Berlin, the High Commissioner held a reception at which Mr. Semionov, the Soviet High Commissioner, was among those present.

INDIAN VILLAGERS DISMANTLE THEIR HOMES WHICH ARE THREATENED BY THE RISING WATERS OF THE RIVER JAMUNA : *On left*—The villagers are seen taking down a house, brick by brick, so that they will be able to erect it again at some other place beyond the reach of the waters. *On right*—The bricks are loaded on to an ox-cart to be transported to another site. For some time the waters of the Jamuna have been steadily rising, and all the way along its banks villagers are preparing to evacuate.

MISS FRANCES E. WILLIS BEING SWORN IN AS UNITED STATES AMBASSADOR TO SWITZERLAND : Holding the Bible is Mr. John S. Simmons, Chief of Protocol in the State Department. Miss Willis, who is fifty-four, has been in the United States Foreign Service for twenty-five years and is the first woman diplomat to advance to the rank of Ambassador in the Foreign Service. A crowd of State Department officials and well-wishers attended the swearing-in ceremony. Before taking up her new duties at Berne at the end of September, Miss Willis is to spend a holiday in California.

OHIO BECOMES A BELATED MEMBER OF THE UNITED STATES OF AMERICA : President Eisenhower is seen signing the Bill by which Ohio joined the United States. With the President are some of the Representatives who helped steer the Bill through Congress. From left to right they are : Frances Bolton, Frank T. Bow, Clarence Brown, George Bender and Paul Schenk. In 1803 Ohio first presented her credentials to Congress, but by some incredible oversight the formal resolution admitting the State to the nation was not adopted, and until recently it was presumed that it was a member. This belated admission of Ohio to the United States will pose some difficult teasers for historians to discuss for many years to come, and not the least of these is the fact that Ohio has furnished America with six Presidents. It would seem that these Presidents were not citizens of the United States at the time that they held office.

TRYING TO SETTLE THE CANAL ZONE QUESTION : Mr. Robert Hankey, the British Chargé d'Affaires in Cairo, is seen during an after-dinner chat with Major Salah Salem, the Egyptian Minister for National Guidance. This picure was taken at one of the series of talks which have been held on the Canal Zone question between this country and Egypt. These informal talks mark the first resumption of contacts between the two countries since negotiations were broken off on May 6 this year. As yet, no official indication has been given of the nature of these talks, but it is reported that there has been a much more friendly atmosphere than before. It is hoped that these informal talks will pave the way for more formal discussions which could be held on a basis nearer to the British point of view than to the Egyptian. But meanwhile, there are many reports of incidents in the Canal Zone which make agreement between Britain and Egypt more difficult, and at the same time make the need for agreement more urgent.

GENERAL BATISTA, PRESIDENT OF CUBA, EXPLAINS AWAY THE REVOLUTION : This picture was taken at the first interview granted to the foreign Press since the revolt was suppressed at the end of July. Standing beside President Batista is the Cuban Minister of Information, Ernesto de la Fe. As is usual in the case of South American revolutions, the Cuban Government imposed a rigid censorship on all outgoing messages and for some time all reports of happenings in Cuba were based on conjecture. In an official statement issued after the revolt had been squashed by Government troops, General Batista said that a force estimated at about 200 men attacked the Mancada Barracks in Santiago de Cuba and similar attacks were made in other garrison towns. In the fighting which ensued, fifty-five people were killed and many more injured. General Batista accused the insurgents of being in the pay of the ex-President of Cuba, Carlos Prio, who is now in Miami, but this has been denied by Prio.

SWORDFISH-SPEARING IN CALABRIA

THE SMALL TOWN OF BAGNARA, WHICH LARGELY DEPENDS UPON THIS FISH FOR ITS LIVELIHOOD

THE TINY FISHING TOWN OF BAGNARA, IN CALABRIA, ITALY, WHOSE MAIN INDUSTRY IS SWORDFISH-SPEARING: *On left*—A woman villager holds up a large lobster caught off the coast of Bagnara. Nearly all the men of Bagnara are engaged in fishing—either the swordfish, the "blue fish" or lobster, while the women are responsible for the business transactions. They clean the fish, and walk over miles of country to sell the fish in neighbouring villages.

THE UNIQUE FISHING-BOATS USED BY THE BAGNARA FISHERMEN: Each of the six men in the boat has his own particular job to do. The man on the pole is the look-out who directs the boat to the fish. In the bows is the harpooner and the other four men are the oarsmen.

"THERE IT IS!"—GUIDED BY THE LOOK-OUT, THE HARPOONER PREPARES TO SPEAR A SWORDFISH: Despite the primitive nature of their craft, these oarsmen can follow a swordfish with great speed and dexterity.

SOMETIMES THE WHOLE TOWN TURNS OUT TO HELP IN THE FISHING: These villagers are hauling in the nets which had been set to trap the "blue fish," which are considerably smaller than the swordfish. Quantities of "blue fish" are preserved in salt or in oil.

A PRIZE CATCH: A woman from Bagnara heading for market with a swordfish caught off the coast of the village. As well as trading the fish, the women sell many other kinds of merchandise.

Calabria, situated in the "toe" of Italy, is a somewhat primitive province, but its people are a sturdy community who have remained quite unperturbed by a series of disastrous earthquakes at the beginning of the century, and the ravages of fighting in World War Two. The province is rich in its agricultural yield and in its mineral content, and the peasants make the best of these assets. In the small town of Bagnara, however, which is in Southern Calabria, the citizens have turned their backs on the richness of the land, and instead look to the sea for their livelihood.

Nearly everyone in Bagnara, on the Tyrrhenian coast, is concerned with the fishing industry. The men do the actual fishing while the women look after the more important financial side of the business. This participation of the women in the affairs of the village, coupled with the fact that the men are away all day fishing, has led to the establishment of a kind of matriarchy in Bagnara, with the women undisputably "ruling the roost."

Fishing for swordfish, which is the most important fish caught in the waters of the Tyrrhenian Sea, is a highly-complicated task, calling for great co-operation on the part of all those taking part. At the start of each day, the rowing boats, each with a crew of six men, set out to sea. In each boat there is a look-out man, who stands at the top of a 6-ft. pole set into the keel of the boat. It is his task to guide the other members of the crew to the fish. He, in turn, is aided by further look-out men who stand at the top of the hills overlooking the village. These men can spot the trail of the swordfish from a long way off, and communicate the general area to the look-out man on the boats. During the hunt for the swordfish the long, drawn-out cries of the fishermen, shouting out the movements of the fish, can be heard over a wide area. Once the look-out man on the boat has sighted the fish, he gives orders to the oarsmen, who at once bend on their oars, and with great speed and skill follow the movements of the fish until they are within harpooning distance. If the fish is a large one, the boat is often dragged for a considerable distance, but it is usually the fishermen who are the victors.

Once the catch has been landed, the women take over. They clean and gut the fish, and in the case of the "blue fish" they oil it and place it in cans. Then they perform the arduous task of selling the fish. Communications in Calabria are very poor, the only railways and roads being around the coast, and often the only way to reach one village from another is a long trek through rocky hills. Sometimes the women, carrying heavy loads upon their heads, walk as far as thirty miles a day, while others walk to the railway station and take trains to Messina, in Sicily, or travel northwards to Naples and Salerno, in Campania. Women from Bagnara have been known to travel as far north as Lombardy and Veneto, and even into France and the Low Countries. They carry with them not only the fish, but also a varied assortment of other goods which they make in their spare time and which they carry in the voluminous folds of their petticoats.

WHERE HOUSES SPRING UP LIKE MUSHROOMS: Milan has provided one answer to the housing problem by building in the suburbs these estates of houses shaped like mushrooms. The houses, designed and built by a group of people under the leadership of a university professor, Dr. Mario Cavalle, are prefabricated and very simply assembled. After they have been erected, the outside is covered with a coating of tar to keep out the damp. The houses can then be painted in various attractive colours. Together with a small garden, they cost about £1,440 each.

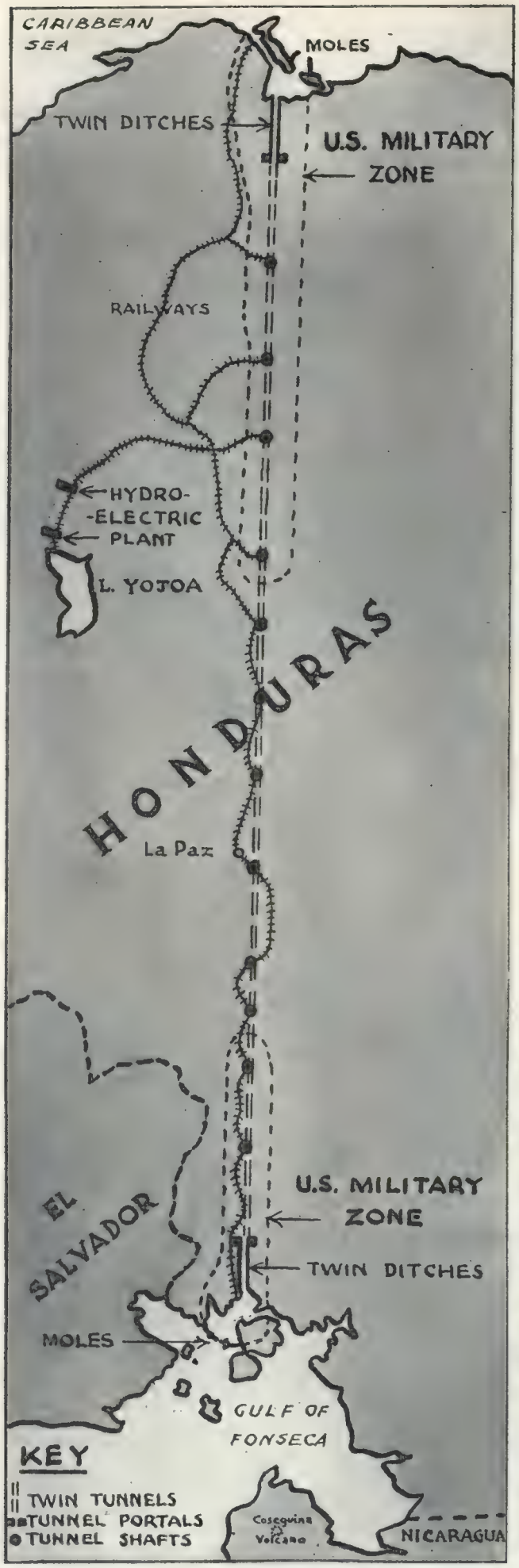
DOUBLE-DECKER IGLOOS IN THE SUBURBS OF MILAN: Window-boxes, shrubs and small gardens brighten up this colony of mushroom houses just outside Milan. The houses are said to be cool in summer and warm in winter.

MUSHROOMS AND SKYSCRAPERS

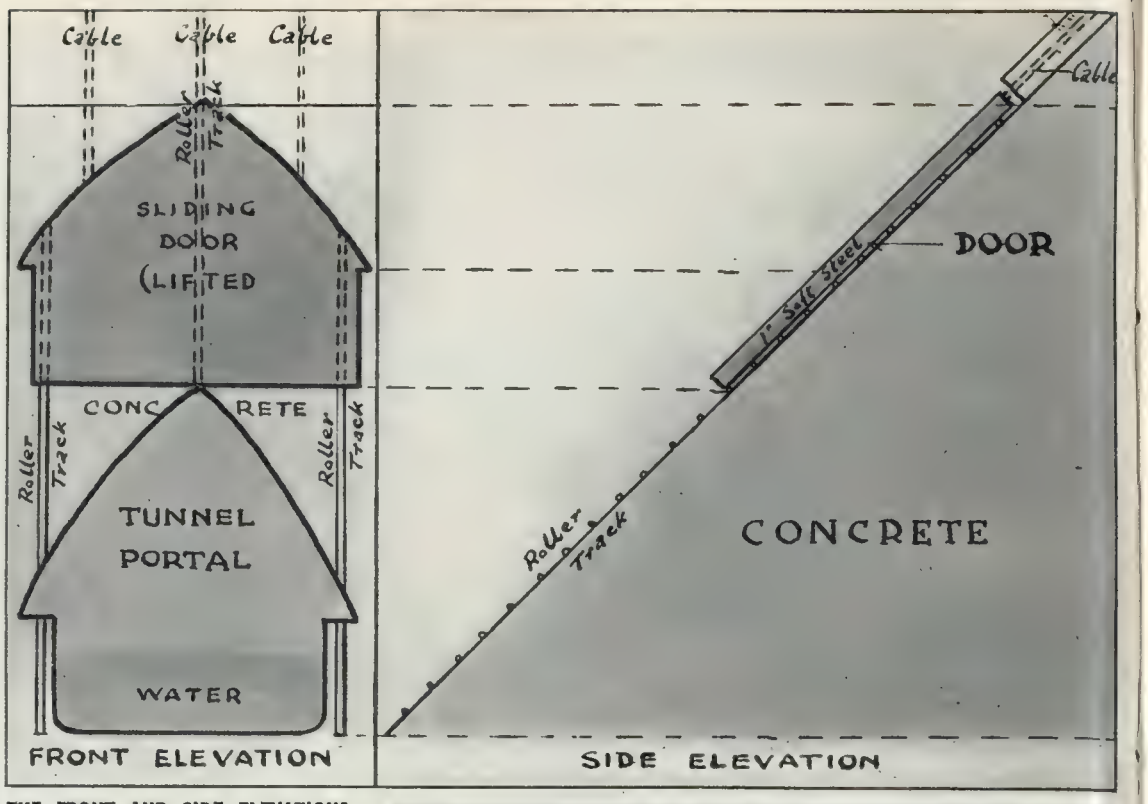
Two Differing Aspects of Milan's Post-war Building Programme

A COLOURFUL AND PRACTICAL ANSWER TO THE HOUSING PROBLEM: The mushroom house, with its red roof and white dots, provides ample accommodation for an average family. Downstairs are kitchen, bathroom and dining-room; upstairs, three or four bedrooms, all quite spacious.

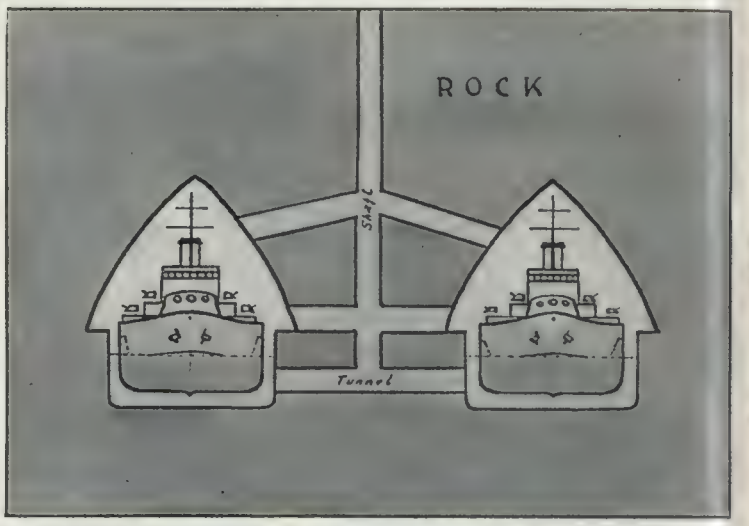
CONTRAST IN MILAN—A SKYSCRAPER WHICH RIVALS THE CATHEDRAL IN HEIGHT: Described as Europe's tallest building, this 30-storey skyscraper is nearing completion less than a mile from the Scala Opera House. Special permission had to be obtained to build it 376 ft. high—18 ft. higher than the cathedral.



THE PROPOSED ROUTE FOR THE TUNNELS ACROSS HONDURAS: The canal would link the Laguna Micos (on the Caribbean) with the Bay of Chismuyo (in the Gulf of Fonseca) on the Pacific.

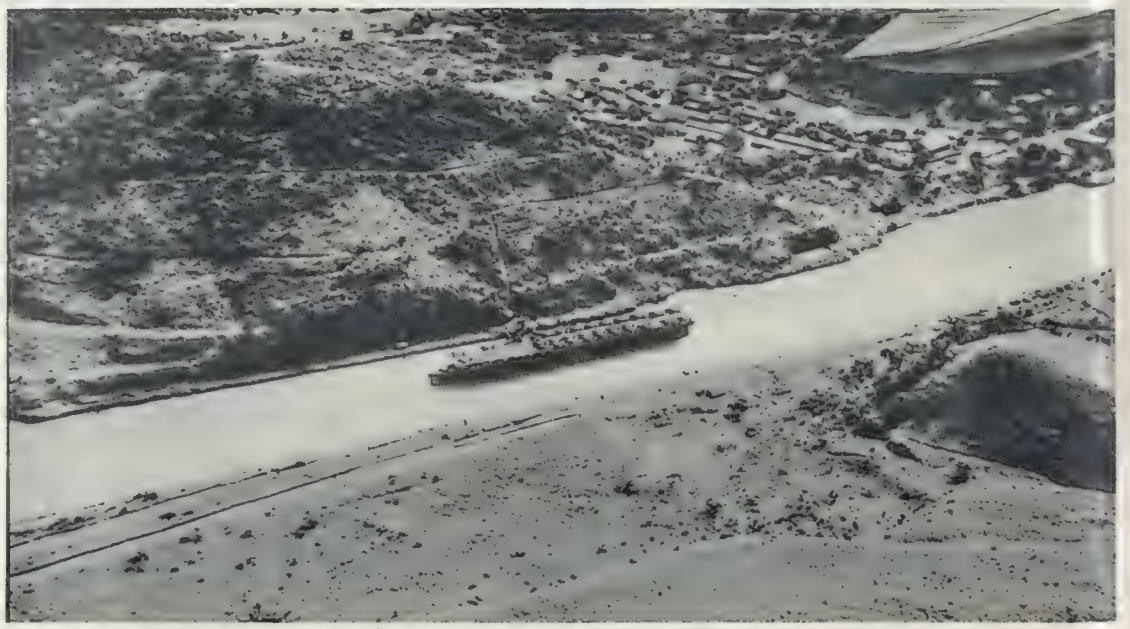


THE FRONT AND SIDE ELEVATIONS OF THE PORTALS FOR THE PROPOSED SEA-LEVEL SHIP CANAL TUNNEL THROUGH CENTRAL AMERICA: The portals, with sliding doors, will be situated at each end of the twin tunnels where ships enter the two open ditches. The tunnels would be straight throughout and 150 ft. apart. Ships using the canal will be towed by electric locomotives operating from tracks inside the tunnels, the transit time taking about thirty-six hours.



On right—

ONE OF THE FOURTEEN TUNNEL CROSS-SECTIONS AT SHAFT POSITIONS: The largest section between any two ventilating shafts will be twelve miles and the deepest of the shafts 2,000 ft.



A UNITED STATES AIRCRAFT-CARRIER PASSES THROUGH THE NARROW CONFINES OF THE PANAMA CANAL: This picture was taken during the war when the U.S. military authorities carried out the strictest security measures in the Canal zone. On this occasion the carrier formed part of the U.S. Fleet making its way to the Navy Day Celebrations in New York. During wartime the Canal is highly vulnerable to enemy action.

A PROJECT of great importance to all who "go down to the sea in ships," and, indeed, to all peoples whose trade and commerce depend on shipping, is being studied by American experts.

It is the building of a new sea-level ship canal across Honduras, most of it tunnelling its way through miles of mountains to link the Atlantic and Pacific seaboards.

The intelligent reader may wonder why another canal should be necessary in this part of Central America, when the superbly-constructed Panama Canal fulfils the needs of a ship canal some 800 miles farther south. The answers, made all too evident during the last war, lie in shipping congestion at the Panama Canal and its vulnerability in wartime. Authoritative reports clearly indicate that by 1960 it will be impossible to handle peak-day traffic on the Canal, and by 1970 the congestion will be incapable of solution, causing endless delays.

These problems were thoroughly investigated by a committee of engineers, under the chairmanship of Brigadier-General James H. Stratton of the Corps of Engineers, appointed by President Truman. The committee, investigating "means of increasing the capacity and security of trans-isthmus traffic," examined some thirty different new canal projects, and finally suggested that the Panama Canal, which functions with the aid of canal-locks, should be converted to a "sea-level" canal, i.e., a canal without locks. It proposed also that the minimum width should be increased from 300 to 600 ft.

These proposals, however, met such severe criticism from naval and military experts, shipping interests and other interested authorities that the search for alternative projects was continued.

It was Dr. William H. Hobbs, geologist, explorer and lecturer, who, investigating the possibilities of building a bomb-proof canal across the Central American Isthmus, decided that a location across Honduras offered tremendous possibilities. An earlier project of his, to build a sea-level canal across the Isthmus of Tehuantepec, in Mexico, was turned down irrevocably by the State of Mexico in May 1950.

In making his choice, Dr. Hobbs had to keep in mind various important and limiting factors:

(1) General Stratton's frank report that a single bomb-hit (atom or otherwise) could block the Panama Canal in wartime indicated the need of a new *bomb-proof* canal. Another open canal would therefore be comparatively useless *in wartime*.

(2) The building time and cost of the new canal would need to lie within reasonable limits; the proposed Stratton improvements on the Panama Canal were estimated at 2,500,000 dollars and construction time ten years.

(3) The approval and active assistance of the Government across whose country the canal would be built was a prime necessity.

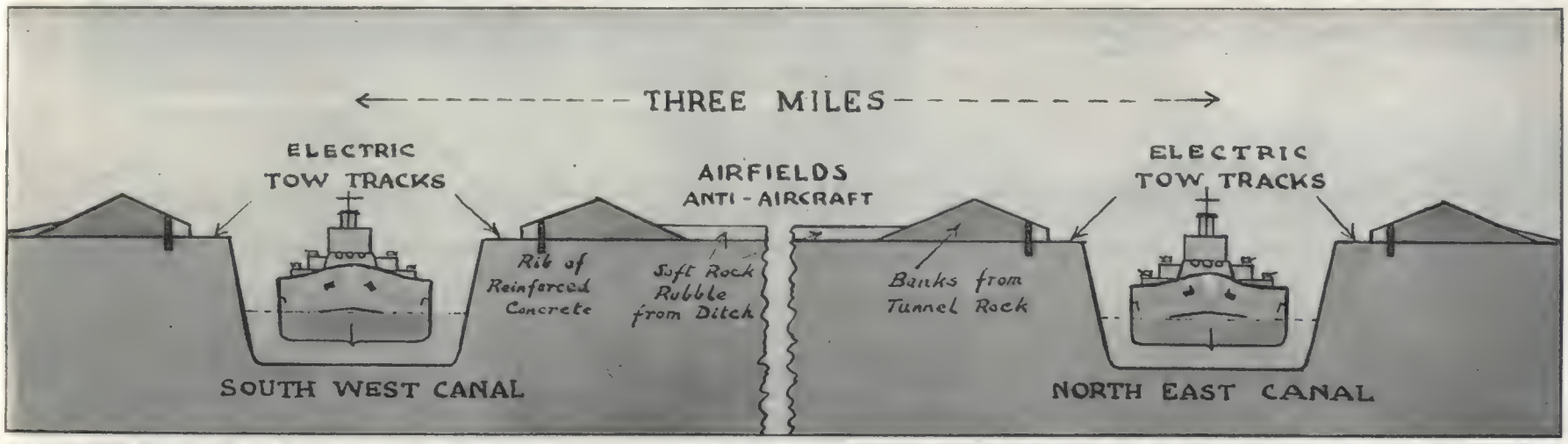
(4) The canal should be so placed strategically that it could be easily defended in wartime, yet so situated geographically that it linked existing harbours on the opposite seaboards, and was therefore easily accessible by sea and by land.

(5) The course of the canal should, if possible, avoid the volcanic and earthquake zones.

A NEW PANAMA?—TWIN TUNNELS ACROSS HONDURAS

The Plan to Link the Atlantic with the Pacific by Building a New Sea-Level Ship Canal, with Special Protection Against Bombing; An Alternative Project to the Panama Canal, Which is Becoming Increasingly Congested

SHIPS WAITING IN THE GATUN LOCK IN THE PANAMA CANAL: The canal is situated some 800 miles south of the proposed site of the new route across Honduras. Constructed in 1904-13, the canal was formally opened on July 12, 1920, by a proclamation issued by the President of the U.S.A., whose country owned the canal site.



A CROSS-SECTION OF THE OPEN DITCHES NEAR THE TERMINALS: The construction of the open-ditch approaches to the tunnels will not involve the requisitioning of any valuable agricultural land. The distance between the two "ditches" will be three miles, and the space between will be occupied by airfields and strong defence forces.

Preliminary examination of Dr. Hobbs' choice of location of the proposed new canal has proved highly favourable. His canal would link the Laguna Micos (on the Caribbean Sea) with the Bay of Chismuyo (in the Gulf of Fonseca) on the Pacific seaboard.

In his paper describing the project, Dr. Hobbs writes: "The total canal length is 163 miles, of which 146 miles is tunnel. The tunnel is straight throughout, and will permit transhipment of vessels of any size and length. The tunnel is divided into fourteen sections by ventilating shafts, the longest section twelve miles in length and the deepest of the shafts 2,000 ft.

"The two open ditches near the terminals and the tunnel sections are to be twin-canals, each of the twins for one-way traffic. Ships using this canal will be towed by electric locomotives operating from tracks on berms (ledges between canal and rampart) at each bank of the canal. Bank suction is thus largely avoided, and the canal widths need be a fraction only of those for two-way traffic with self-propelled vessels. The twin open ditches and the twin tunnels each have widths of 135 ft."

First part of the project to be carried out would be the building of hydro-electric installations in the valley of the Rio Banca east of Lake Yojoa, which it is estimated would provide ample electric power to supply a new electric constructional railway, as well as providing power for all constructional work. Ultimately, of course, these installations would be used to operate the canal and the new ports at each end.

Next major task would be the excavation of the twin tunnels, a difficult engineering feat which Dr. Hobbs thinks might take five years to complete. The tunnels would be 150 ft. apart, this distance widening gradually as they approach the terminals, where they would be three miles apart.

The advantages in peacetime are many. Traffic congestion would be enormously relieved, for the construction of the Honduras canal would mean that shipping had two routes across the isthmus, instead of one as at present. The new canal, moreover, would reduce the length of shipping routes between Atlantic and Pacific North American coasts and en route to Europe by some 1,500 miles.

Except for the open-ditch approaches, no valuable land would be requisitioned by this project.

In wartime, strategic considerations make it vitally important for the United States to be able to switch naval fleets swiftly from one ocean to the other. The Honduras canal offers complete safety to shipping while in the tunnel sections, which would be invulnerable even to atom bombs. Only direct hits on the open-ditch approaches could put them out of action, and even then two such hits would be needed to damage both approaches at each terminal. A single direct hit could put only *one* of the twin-ditch approaches out of action, leaving the other twin to operate with alternating two-way traffic.

A further advantage is that the Laguna Micos and the Gulf of Fonseca could operate as a two-ocean naval base in wartime, while the many radar stations in the West Indies and the Gulf of Mexico would give adequate warning of approaching bombers from the East.

Unquestionably the possibilities are immense, but the final decision as to whether to proceed with this project will depend on the results of preliminary official surveys. The Honduran Government has already intimated its approval of the scheme. One factor which spotlights this location as the finest for a new canal is that it does not cross the near-by destructive earthquake zones.

It's an odd thought, also, that if war did come, whole fleets of ships could (if necessary) safely shelter in this gigantic "tunnel" canal, for its double length could accommodate no fewer than 1,400 ships as large as Britain's *Queen Elizabeth*—with ample room to spare!

Francis St. John

THE LONDON SCENE

The New Trinity House ; Alterations to Blackfriars Bridge ; Testing the Sub-Soil at Millbank, and the Tunnels Under London Airport

On right—

THE NEW BUILDING OF TRINITY HOUSE ON TOWER HILL, LONDON, WHICH IS TO BE OPENED BY THE QUEEN NEXT MONTH : Only just completed, this handsome building has been designed by Professor A. E. Richardson. He has followed closely the style of the original building, which was designed in 1793 by Samuel Wyatt. Both the facade and much of the interior decorations are replicas of those in the first building, and were designed from photographs of the originals. On the east a new wing has been added in place of the old brick building, and along Savage Gardens and Pepys Street Professor Richardson has built a modern office block in keeping with the other buildings. Since the former Trinity House was bombed during the war, the various departments have been scattered about in offices in the vicinity of Tower Hill. The new buildings will bring these departments together again. Trinity House will be officially opened by the Queen on October 21.

THE TUNNEL AT LONDON AIRPORT IS NEARING COMPLETION : This is the entrance to one of the tunnels, which will link the airport buildings in the centre of the aerodrome with the perimeter. When completed, the tunnels will handle all the traffic from the new terminal buildings, and will lead to a low-level roundabout at the foot of a ramp road up to the public highway. The main subways will consist of four tubes and the total width of the tunnels will be 86 ft.

BLACKFRIARS IS TO BECOME THE FIRST LONDON BRIDGE WITH A DUAL CARRIAGE-WAY : This view, looking north over the bridge, shows the progress made in the work of converting the roadway. When completed, the dual carriageway will relieve the traffic congestion at the junction of Queen Victoria Street, New Bridge Street and the Embankment.

BORING IN THE THAMES BED AT MILLBANK : The boring is taking place to ascertain the nature of the subsoil at Millbank, before the reconstruction of the river wall there is started. No work has been done on the wall in this area since 1932, and it was at Millbank that the river wall was breached during the disastrous floods in January, 1926. The cost of the reconstruction is expected to be between £200,000 and £250,000. Of this amount the London County Council, who are carrying out the work, will pay about £30,000. The remaining money will be paid by the Government.

DELICATE WORK ON BLACKFRIARS BRIDGE : Eric Davies, of Romford, in Essex, is seen edging carefully along the edge of one of the spans as he removes the Coronation lights.

LOOKING FORWARD ALONG THE BOAT-DECK OF THE NEW SALVAGE SHIP "VIGILANT," WHICH IS NOW IN SERVICE IN THE PORT OF LIVERPOOL: The new all-purpose steamship which has been built at the Southampton yard of John I. Thornycroft and Co. Ltd., for the Mersey Docks and Harbour Board, now joins the Board's other salvage vessel, *Salvor*, which was built in 1947. The *Vigilant's* predecessor, *Steadfast*, which was built in 1903 as the second *Vigilant*, will continue to serve for a short time. The duties of these vessels include the servicing of five lighthouses, one lightship, the maintenance of 103 buoys, the salving of wrecks and survey operations in conjunction with dredging.

KEEPING THE MERSEY FREE FROM OBSTRUCTIONS

The New T.S.S. "Vigilant," a Salvage, Buoyage, Hydrographic Survey and Firefighting Vessel of 728 Tons Gross, Built by Thornycroft's for the Mersey Docks and Harbour Board, Enters into Service in the Port of Liverpool and its Approaches

By L. M. BATES

WITH SPECIAL "SPHERE" DRAWINGS BY DERRICK SMOOTHY

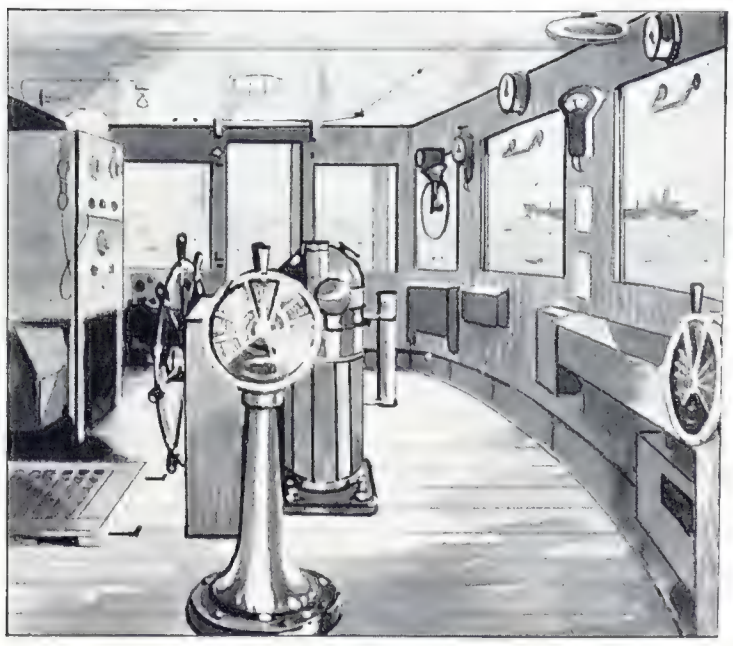
NECESSITY, in the form of rising costs and the ever-growing need for economy in construction and operation, is the mother of much commercial and industrial ingenuity; and nowhere is this truism better evidenced than in the equipment now being supplied to the ports of the United Kingdom. A notable example is provided by the all-purpose steamship *Vigilant*, recently built by John I. Thornycroft and Co. Ltd., to the design of Graham and Woolnough the Liverpool consultants, in close collaboration with Captain W. R. Colbeck, R.N.R., for the Mersey Docks and Harbour Board.

All modern ports have a statutory duty to keep their entrance channels clear of wreck and obstructions; most of them provide mooring buoys for the accommodation of vessels; and all are deeply interested in the changing contours of the waterways by which ships arrive and depart. To these ends, a heterogeneous fleet of mooring and wreck-raising vessels, fire-floats and hydrographic survey craft are maintained around our coasts. The Mersey Docks and Harbour Board have, in addition, unlike many other British ports served in this respect by the Trinity House Corporation, the duty of providing and maintaining navigational lights and buoys; and Liverpool's entrance channel is obstructed by a bar requiring a certain amount of maintenance dredging, and which must in consequence be constantly watched by marine surveyors. The new *Vigilant*, perhaps a sign of the growing power of the costing accountant in nautical circles, concentrates the ability to carry out all these services within one hull.

The vessel is 728 gross register tonnage: insignificant when compared with ocean-going giants, she nevertheless has an impressive array of hauling and lifting gear for salvage and buoyage work. Forward of the bridge, are a 20-ton steam winch, two 10-ton electric capstans and one 5-ton warping and cable capstan. Aft is a 4-ton warping capstan. The *Vigilant* is also fitted with a special heavy bow casting capable of taking a load of no less than 100 tons, and suitably positioned on the forward main deck are bollards, samson posts and fairleads to cope with heavy salvage operations. Arranged to line up with the bow casting is an anchorage to take a 100-ton purchase.

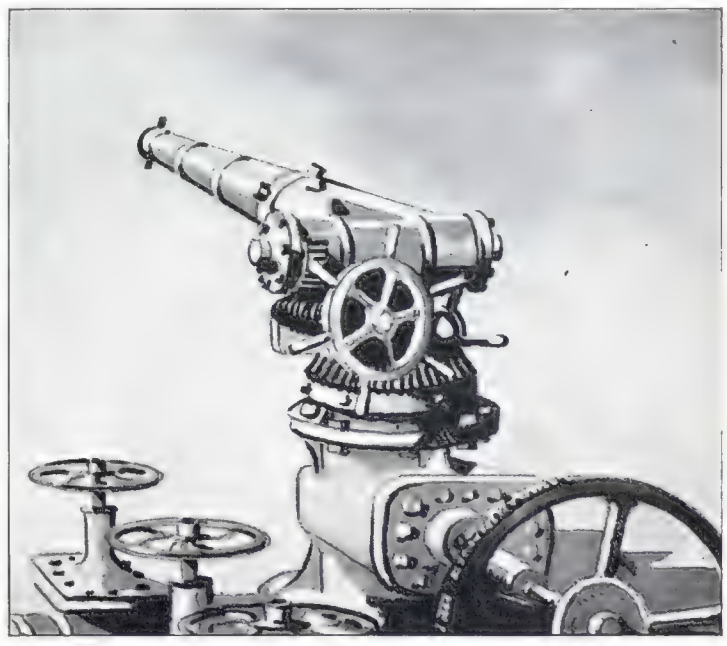
All this special equipment would be worthless without the trained men to operate it, and a salvage team, including experienced engineers and divers, is carried.

(*Continued on following pages*)



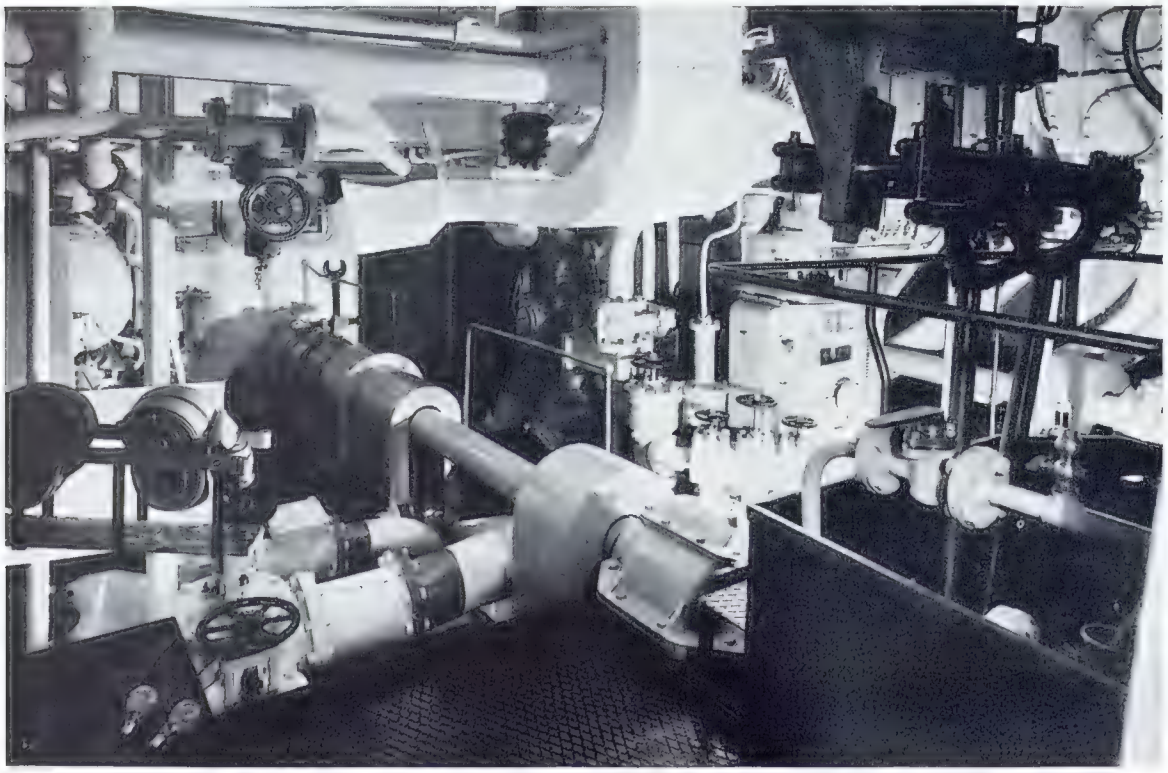
On left—
THE WHEELHOUSE OF THE "VIGILANT": The steering-gear of the twin-screw vessel is a combined hand and electro-hydraulic gear, acting directly on the rudder crosshead, with telemotor control from the wheelhouse. The ship has a speed of 12½ knots.

On right—
THE FORWARD MONITOR WHICH IS USED FOR FIRE-FIGHTING PURPOSES: The vessel is equipped with two 6-in. Dixon Monitors, each having a capacity of 1,600 gallons per minute. During fire-fighting operations arrangements can be made for spraying the decks with water.



KEEPING THE MERSEY FREE FROM OBSTRUCTIONS

THE FORE DECK OF THE "VIGILANT," SHOWING THE TUBULAR STEEL MAST EQUIPPED WITH TWO HEAVY TUBULAR DERRICKS: The fore derrick is capable of taking up to 10-ton lifts and the aft-derrick 15 tons. The vessel is fitted with a special heavy bow casting capable of taking a load of 100 tons. Suitably arranged along the forward main deck are bollards, samson posts, eyeplates and fairleads to cope with heavy salvage operations. There are also two 10-ton electric capstans, one port and one starboard, and a 20-ton steam winch.



THE PROPELLER SHAFTS, SHOWING THE THRUST BLOCK: The vessel is propelled by twin-screw triple expansion surface condensing open-type reciprocating engines capable of developing collectively 1,450 i.h.p. at full power. All auxiliaries associated with the propelling machinery are driven independently from the main engines.

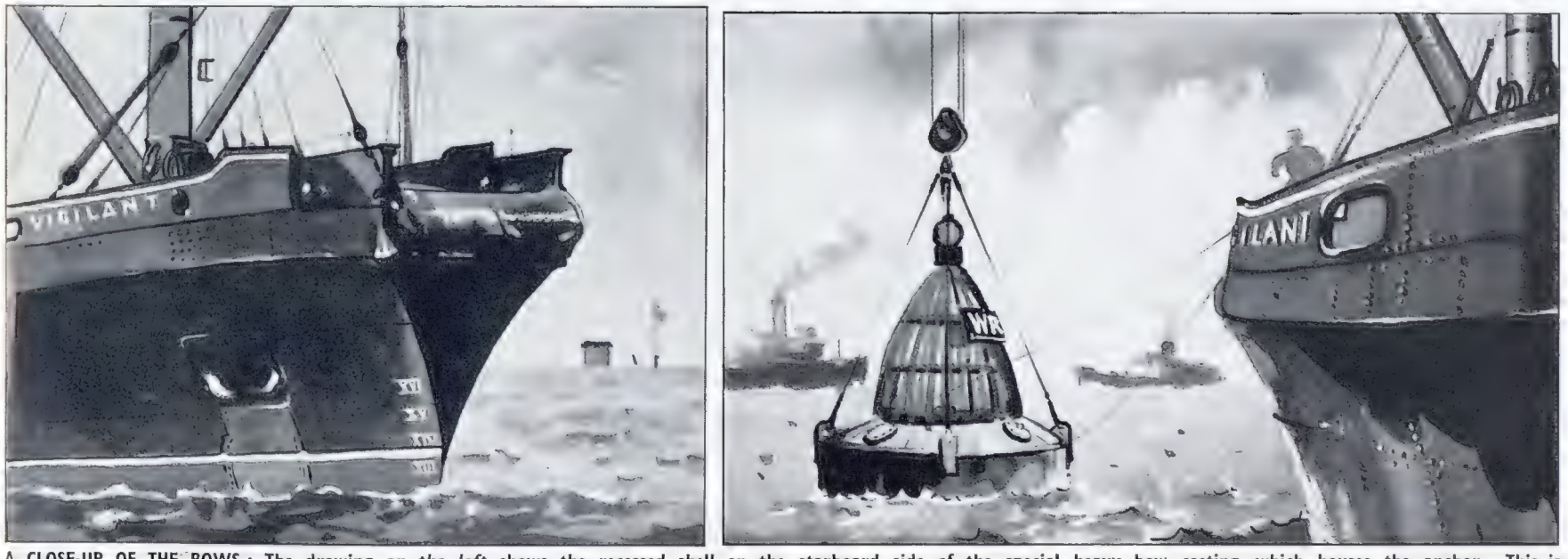
AN IMPORTANT INSTRUMENT IN THE WHEELHOUSE: This is the radar installation made by Marconi International Marine Communications. Also included in the navigating equipment is an echo-sounding machine installed by Kelvin and Hughes Limited. The Liverpool Port Radar Station is situated at the north-west corner of the Gladstone Dock at the entrance to the River Mersey.

(*Continued from previous page*)

As might be imagined, the auxiliary machinery demanded by this gear, independent of the ship's main engines and motive power for ordinary sea-going needs, is a technical saga in itself.

For fire-fighting, the *Vigilant* is equally well equipped with two 6-in. monitors, a number of portable rail guns, foam generators and a $C.O._2$ plant. At the risk of dampening the interest of the layman, it may be added that the fire and salvage pump has a capacity on fire duty of 440 tons of sea-water per hour at a pressure of 230 lb. per square inch at the base of the monitors. To enable this equipment to be used in warm work at close quarters, the whole of the upper decks can be continuously sprayed with water.

THE TWIN-SCREW STEAM BUOYAGE, SALVAGE, SURVEY AND FIRE-FIGHTING VESSEL WITH HER TWO MONITORS PUMPING WATER: The overall length of the *Vigilant* is 172 ft. 6 ins., and her breadth is 35 ft. Built to Lloyd's highest class for salvage purposes, she has a raked stem and cruiser stern, a continuous main deck, and a bridge deck extending from just forward of midship to aft, leaving a short working space at the stern. The main deck auxiliary machinery is placed forward of the bridge.



A CLOSE-UP OF THE BOWS: The drawing *on the left* shows the recessed shell on the starboard side of the special heavy bow casting, which houses the anchor. This is worked by a 5-ton warping and cable capstan on the port side. In the picture *on the right* a buoy is seen being overhauled from the port side of the ship. The Mersey Docks and Harbour Board keep one salvage vessel available in case of emergency at ten minutes' notice, while another can be brought into service within an hour. The Harbour Board, constituted by an Act of Parliament to take over the entire control of the Port accommodation, met for the first time in 1858.

Aft of the wheelhouse, on the navigating bridge deck, is the surveying room with plotting table and extra large windows to give ample light and a wide range of view. This is the home of the marine surveyor and his two assistants. They make full use of the ship's radar, echo-sounder and other navigational equipment in covering their charts with those countless small figures which indicate depths in feet or fathoms. This work is preparatory to calculating the growth of shoals for subsequent operations by the Board's dredgers, and the surveyors accurately site wrecks and mooring buoys. The correct positioning of more than 100 navigational buoys also comes within their duties.

The *Vigilant*, despite its status as a specialist, is not beneath the work of a general marine practitioner, for, in addition to loading and supplying fuel to those navigational buoys exhibiting lights, it fetches and carries stores and relief crews to five lighthouses and a lightship within the jurisdiction of the Harbour Board.

Accommodation for the ship's officers and engineers is in the after-end of the bridge-house and is in keeping with this most modern of port service vessels. The survey staff live in the forward end of the bridge deck. The ship's deck crew and firemen, fourteen in number, live in two-berth cabins on the lower deck aft. Separate accommodation is provided for the salvage engineers, wreck party and divers.

Vigilant is an honoured name in the Mersey. The first vessel to bear the name was a paddle steamer, taken into the service of the Port of Liverpool in 1876. The second ship in the line was built in 1903; she is shortly to be scrapped, but in order to make way for this new *Vigilant*, she has been renamed *Steadfast*. The Mersey Docks and Harbour Board always have one salvage vessel available for emergency calls at ten minutes' notice, and a second ready to be brought into service within an hour. The consort of the new *Vigilant* in these somewhat exacting duties is the *Salvor*, built in 1947.

Most modern ships are a compromise between economically-minded owners and technically-circumscribed designers. The new *Vigilant* is rather more, for, at least to the layman, she borders on the miraculous in accommodating something like a quart in what by comparison with blue-water vessels is a pint-size hull.

H.M.S. "PRESIDENT" MOVES AWAY FROM HER BERTH ALONGSIDE THE THAMES EMBANKMENT AT THE START OF HER JOURNEY DOWN-RIVER TO BLACKWALL: The ship was towed down-river by tugs and berthed at Blackwall, where she is now undergoing a month's periodic refit and overhaul. In this picture tugs are seen assisting the *President* into midstream, while in the right background are the *Chrysanthemum*, *Wellington* and *Discovery*. At this stage the ship was broadside across the river. The *President*, headquarters ship of the London Division of the Royal Naval Volunteer Reserve, has been berthed in the Thames since 1922 and in her present berth since 1928.

A REFIT FOR THE "PRESIDENT"

The Floating Headquarters Ship of the London Division of the R.N.V.R. is Towed from the Embankment to Blackwall for an Overhaul

Last week sightseers along the Thames Embankment witnessed the removal of a familiar landmark. It was H.M.S. *President*, the Thames headquarters ship of the London Division of the R.N.V.R., which was being towed down to Blackwall for a month's refit and overhaul. For her journey down-river, the ship had been stripped of all her upper superstructure in order to clear the bridges. H.M.S. *President*, formerly a sloop of the First World War, when she was known as H.M.S. *Saxifrage*, has been moored alongside the Embankment since 1922. She took the place of a former sloop launched in 1887 and also known as the *President*, which had served as a stationary drill-ship for many years. During the Second World War the *President* served as a gunnery school. The ship has associations with many naval officers serving in London for the majority of officers are borne on the books of H.M.S. *President* for purposes of pay and records.

A TIGHT SQUEEZE FOR THE "PRESIDENT": The ship, stripped of her upper works, passing through the low arches of Blackfriars Bridge with little space to spare. She will return to her berth in September.

THE TUG "TAYRA" LEADS THE WAY: This picture was taken as the leading tugs were about to negotiate Blackfriars Bridge just after the *President* had been set on course. *On left*—Sightseers from several vantage points watch the stern of the *President* disappear beneath the bridge.

RESTORING WREN'S WEST END MASTERPIECE

Work Proceeds on War-torn St. James', Piccadilly, Where Much of the Carving was Executed by Grinling Gibbons

THE GRINLING GIBBONS ORGAN-CASE IN ST. JAMES', PICCADILLY, THE ONLY LONDON CHURCH, SAVE ST. PAUL'S CATHEDRAL, IN WHICH IT IS DEFINITELY KNOWN THAT GIBBONS PERSONALLY CARRIED OUT THE WORK : The organ-case is now nearly completed, but much work still remains to be done before the church is completely restored. St. James' was severely damaged in the war. The roof was burnt and the north wall was fractured from its foundations to roof-level, but the south aisle was saved. It is the only church built by Wren in London's West End.

Rapid progress has been made in the past year with the restoration of St. James' Church, Piccadilly, which was badly damaged by enemy action on October 14, 1940. A high-explosive bomb fell in the churchyard, destroying the rectory and damaging the north wall and east end of the church, and incendiaries caused the destruction of the roof. The windows were shattered and the steeple crashed. However, the Grinling Gibbons reredos and font had been protected with sandbags and were preserved intact. The organ-case escaped serious damage, and the organ, though drenched with water, was otherwise unharmed. On Good Friday 1941, the south aisle, which had suffered least damage, was walled off and converted into a small chapel.

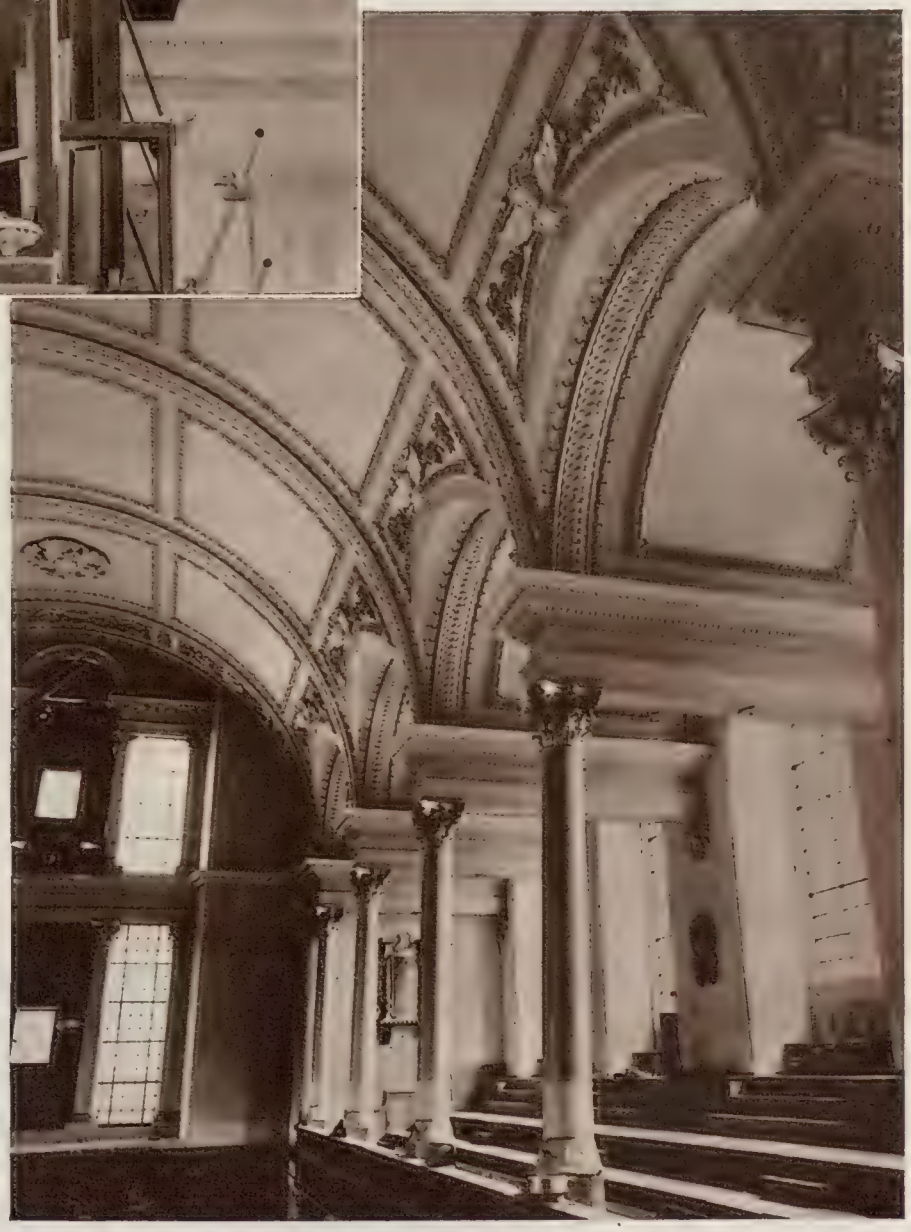
Professor A. E. Richardson, who has been in charge of the repairs at St. James', considers the present work to be one of the finest examples of restoration work ever executed in this country. By 1950, when sanction was given by the War Damage Commission to proceed with the complete repair of Wren's famous compass roof, the Professor had successfully repaired the north wall, with the help of skilled men from Cambridge. Since then the repairs have gone ahead at a remarkable speed, the roof itself being covered with copper to replace the slates which were used in 1848 when the church was modernised. The whole of the plaster-work enrichments have been skilfully remade and woodwork has been recarved, repaired and regilded. Meanwhile, the north aisle has been completely restored and screened off for worship, taking the place of the south aisle, which is now being cleaned and renovated.

Much attention has been given to the sculpture and carving of Grinling Gibbons, for so far as is known St. James' is the only London church, apart from the Cathedral, where the great sculptor and carver personally carried out the work. The renovation of the organ-case, which contained the great organ given to the church by Queen Mary in 1691, at the request of Dr. Tenison, the first Rector, is nearing completion and work is going ahead on other carving. The reredos, one of the finest of Gibbons' works, carved in lime-wood on a background of cedar, is still in store, but is in good condition. The font, sculptured in white marble, is at present in the Victoria and Albert Museum.

St. James' was built by Sir Christopher Wren in 1680 at the expense of Henry Jermyn, Earl of St. Albans. It was a plain brick building with dressings of Portland Stone, Wren's plan being basilical, with the nave and chancel all in one, so that the interior formed one great room with a vaulted ceiling, every part of which was visible at once. Perhaps the most striking features in this simplicity of design were the Corinthian columns rising above the galleries, which were, in turn, supported by the two rows of six Doric piers.

When the present work is completed, probably about next June, the Rector, the Venerable C. E. Lambert, thinks that the church will be even more beautiful than before.

EMPHASISING THE ELABORATE WORKMANSHIP OF ONE OF THE DECORATED CAPITALS : Inside St. James', Piccadilly, workmen have recently finished regilding the ceiling following the reconstruction of Wren's famous compass roof. The decorated work is elaborate and of the finest quality.



LOOKING EAST ALONG THE BALCONY OVER THE SOUTH AISLE : When the church is finished the east window will have stained glass, while the others will be clear. Before the bombing many of the windows contained stained glass erected during the Victorian era. The church is not expected to be ready for rehallowing until early next summer.

The Attempt on Dhaulagiri

A RECORD OF THE SWISS EXPEDITION'S UNSUCCESSFUL ASSAULT ON THE 26,967-FT. HIMALAYAN PEAK

THE DHAULAGIRI-HIMALAYA RANGE TOWERS ABOVE THE SWISS EXPEDITION: 10,000 ft. below the summit this year's Swiss expedition established Camp 2, from where they had a formidable view of their task. Two climbers got within 1,300 ft. of the summit, and were defeated only by a sheer wall of loose snow which guarded the final ridge. In front of the tents are special food containers for high altitudes. Later the expedition lived on tablets, as ordinary food cannot be digested at greater heights.

THE ROUTE TO THE SUMMIT: A view of the northern slopes of Dhaulagiri, showing the camps along the way to the peak. Camp 1, some 3,000 ft. above the Base Camp, quickly gives way to Camp 2 at 16,830 ft. Beyond Camp 3 is the breaking zone of the ice-cap. Camp 5 was finally established at 20,790 ft., but even this did not prove enough. Schatz and Braun, skirting past the pear-shaped area B, reached point 6 (25,410 ft.), just below the West Ridge, but found it quite impossible to establish even a two-man camp on the almost vertical cliff-face. At point A three Sherpas dropped 1,600 ft. just short of the ice-break, got up unhurt and walked down to Camp 4. Only a shortage of time, men and materials prevented a further attempt.

CAMP 3—THE EXPEDITION MAKES ITSELF COMFORTABLE ON THE WAY TO THE TOP: Hannes Huss, who was put out of action when his hand had become infected while hacking his way through the jungle, prepares for a night of fog and storms at Camp 3.

A WAY IS CHOPPED THROUGH THE ICE-BREAKING ZONE: Between Camp 3 and Camp 4 the expedition encountered huge rocks of ice, over which a way had to be made for the Sherpas, who had to pass several times with stores.

ON THE WAY UP : *On left*—Bernard Lauterburg, the leader of the expedition, makes his way up to one of the camps, preceded by his Sherpa, Yla Tensing, who later fell 1,600 ft. Despite his sixty years, Lauterburg climbed the 6,600 ft. from Camp 1 to Camp 5 in two days. *On right*—Sherpas, carrying loads up to 75 lb., make their way towards the giant ice-towers which provided the main obstacle between Camps 2 and 3. These towers, or Seracs, are forerunners of the great ice-break which had to be tackled further up on the hazardous way to Camp 4.

This year's Swiss expedition to Dhaulagiri, in the Himalayas, organised by the Academic Alpine Club of Zurich, was finally defeated in its attempt to reach the summit by the unusual conditions encountered 1,300 ft. from the top. On May 29, Ruedi Schatz and Peter Braun left Camp 5 with their three Sherpas, who were carrying the oxygen apparatus, and ascended to 23,760 ft. Here the Sherpas turned back. One of them, however, slipped, and with him pulled down his two companions. They fell 1,600 ft., landing, miraculously, just short of the great ice-break. They were unhurt, and calmly proceeded down to Camp 4.

Meanwhile, Schatz and Braun went on to 25,410 ft., where they were confronted by a steep, rocky precipice, a wall-like obstacle as slippery as a slate roof, covered with powdery snow. Slight progress up the face of this wall, only 60 yards from the West Ridge, was enough to convince the two climbers that they would never be able to reach the summit in a day. Furthermore, it was difficult enough to get any foothold at all, let alone establish a two-man camp on this precipice. This clinched matters, and they returned to Camp 5, where it was decided to abandon the attempt in view of the time-factor and a shortage of the man-power which the new circumstances demanded. It is considered possible that an attempt after the monsoon (as opposed to the period before, which has hitherto been fashionable for Himalaya expeditions) might prove more fruitful, as the snow would then be clinging more firmly to the rocks. But the problem of establishing a final assault camp still remains, and the members of the expedition are doubtful that anyone will succeed in the near future.

And yet they have a feeling that Dhaulagiri can be conquered, perhaps because their expedition cannot by any means be accounted a failure. Many of their objects were attained. They discovered and charted what is probably the only route to the summit. The Mayangdi Khola Valley, an inhospitable wilderness which was previously entirely unknown, was thoroughly explored and a detailed topographical survey was made. A mountain—as yet nameless—of nearly 20,000 ft. was climbed. The view from the top, which was obtained of Dhaulagiri and its approaches, greatly assisted the final attempt. And, finally, the Swiss expedition reached the North-East and South Saddles of Dhaulagiri, thus completing the survey which was begun by the French expedition in 1950. Many lessons were also learnt in organisation and on the medical aspects of the expedition. There was little trouble with oxygen, for each member of the expedition had been tested in Switzerland for individual reactions, as at 23,000 ft. The porters on the way to the base camp proved recalcitrant in the extreme, and the services of an experienced Sherpa like Ang Tharkey proved invaluable. So also did the large quantities of drugs, serums and other medical supplies specially brought for dispensing to the local people. Even if the task of future expeditions is unenviable, it would be a hopeless one without the help of this year's climbers.

AN UNKNOWN MOUNTAIN IS CONQUERED ON THE WAY : Climbers make their way up a 20,000-ft. mountain near Dhaulagiri which has not yet been named.

BANISH THE BUREAUCRATS?

SOME REFLECTIONS ON THE PROBLEMS OF DEMOCRATIC GOVERNMENT

By JOHN GORE

GOVERNMENT of the people, for the people, by the people is a fine ideal. It is impracticable, of course. In a nation of many millions even every adult voter cannot have a direct say in legislation. The principle of representation is accepted. One delegate is chosen to speak for a group, and even then he often must speak only for a bare majority of his group. But there is no other alternative to Babel, and even this expedient, as democracy grows ever more clamant, tends to lead to Babel.

In a rich country in times of peace and security, where leisure is not a luxury, the faults of the system are less quickly recognised. In times of austerity and anxiety, time is money and talk which is not inspired by knowledge and directly relevant to the issue, is worse than extravagant, it is dangerous. The danger is often more apparent in local than in central government, partly because local or provincial delegates are less well-versed in the technique of the committee-room and in relevant expression.

Moreover, the elaboration and expense of Parliament and central government, and all their innumerable talking-shops, have long been accepted as inevitable and the burden of their cost shouldered philosophically. But the elaboration and expense and the "Whitehall standards" of local government are only now being fully appreciated in the Provinces, as year by year the rates soar and committees multiply, and new "Parliament buildings" gracefully rise in country towns to house hoards of talkers and their satellite staffs.

The "Standing Joke Committee."—Before 1888 when the Local Government Act, that far-reaching measure of reform, was passed, Quarter Sessions ("the Magistrates") were the only body having jurisdiction over a county as a whole, and to it from the days of Edward III had been entrusted the administrative work of the county or shire, those duties being continually increased by Statutes as "social welfare" developed. It was a very cheap form of administration. The Local Government Act of 1888 transferred the bulk of these innumerable functions (rates, police, roads, health, poor law and a score more vital matters) to the new County Councils with many new functions besides. But in this sweeping transfer of powers, one compromise, rightly or wrongly, was conceded; the police were to remain *jointly* the responsibility of the Council and of Quarter Sessions. Accordingly, a numerous Standing Joint Committee, composed of an equal number from both bodies, was set up by Statute, and has continued to meet and "do business" quarterly in full session every year. To this Joint Committee were also transferred the duties of appointing justices clerks, the providing of Sessions Courts, and other matters concerned with the regulation of lay justice.

Then, a year or two back, these last duties were transferred from the Standing Joint Committee to a new "Magistrates' Courts Committee" for every county, and that new Committee, with its spawned sub-committees, now meets regularly and sometimes settles something, if only in the way of procedure. But still the Standing Joint Committee remains. Still the Quarter Sessions members drive across the county to meet quarterly, put in a charge for their petrol, yawn over the huge printed and typed agendas of matters 95 per cent. beyond their useful intervention, and play at "auditing" the police accounts without the means to check them; and this "Accounts sub-Committee" provides a quarterly farce that has no equal as a side-splitter.

One of Mr. Assheton's "Six Points" to bring our taxes down was (No. 5) "By not forcing upon local authorities unwise standards set in Whitehall." Nobody but the appropriate Minister in Whitehall can liquidate this monstrous, extravagant absurdity, "The Standing Joke Committee." But he does nothing but promise to "curb waste wherever he sees it." The stately parliament buildings in the county towns vie with Westminster and ape its redundant practices, and once more the rates rise sharply. It is the price we must pay for democracy and civic pride. *Quis custodiet ipsos custodes?*

Soaring Rates.—I agree that this now 50 per cent. redundant committee is the bee that buzzes loudest in my bonnet. In itself it is a small matter. The appalling annual increases in the rates are the result of educational reforms above all else. And perhaps in a decade we may begin to see some improvement in the standard of general illiteracy. Meanwhile, we in the rural districts who live still in eighteenth-century conditions must pay for the amenities of the new and satellite towns.

But if the "Standing Joke Committee" is a trifle—a mere farthing on the rates—it is a tremendous trifle; for the reason that it brilliantly illustrates the weakness of modern democracy, the utter impossibility of achieving *small* economies, which in bulk achieve important economies, the total abandonment of the ancient saw "Take care of the pence" by Whitehall and County Hall, as a result of the vanity and hubris alike of central and local authority.

When this cumbersome committee was instituted seventy years ago, we were very rich, and magistrates had plenty of spare time for playing at business and gossiping in the county town about game prospects and poachers.

Nowadays only their wives are glad to have them lunching away from home. We have to pay for their journeys across the county and for the clerks, typists, paper and postage which prepare and serve their monstrous agendas and proceedings. And when the hands of the clock approach 1 o'clock and the agenda is but half through, the last ten items are quickly polished off by "leaving it to the sub-committee" of three or five. And it is this sub-committee which alone can be justified to survive in days of austerity as grave as these. How right was Mr. Deedes, M.P., with his plea to banish typewriter and duplicator from all central and local government offices and to compel all officials and clerks to use a pen!

Making His Voice Heard.—Still in the Petty Sessional Courts in cases of committal for trial to a higher court, the evidence must be taken down in long hand, read over and signed by each witness. It is extraordinary how this slow-motion procedure checks redundancy and reduces the testimony to the bare bones of relevance. Indeed, it provides a lesson in précis. But in all the innumerable and various committees ranging from parish to Westminster, talk is not rationed except by the skill of a chairman (and most council chairmen are very highly-skilled indeed), and every delegate, whatever his expert knowledge of the matter on hand, feels bound to make his presence felt, if only to justify his travel allowance. Justice Muddlecombe from the northern end of his large county has little to offer from local knowledge of the propriety of authorising the building of a bicycle-shed for a police cottage on the county's southern coast; but he has covered (or will cover) 120 miles] to attend the committee and must justify his expenses claims with a vocal opinion which may or may not be valuable.

Sometimes these interventions irritate (always they do so as the hands of the clock draw on to luncheon-time), but for the first hour or two they are accepted even by the chairman as inevitable and democratic "fair play." Yet even to those who wholeheartedly embrace the democratic way and have plenty of spare time on their hands, the thought must sometimes occur: If all the thirty items on this quarter's agenda were left for decision to the sub-committee of five (instead of only 50 per cent. of the more intricate or tiresome items), would democratic justice falter, would the voice of the people be throttled?

A Root Cause of Our Evils.—There are some who say that it would, that nowadays politics enter so bitterly into local government's domestic matters, and even into the administration of lay justice, that to reduce representation on committees would open the way to base party decisions.

I cannot believe it. At any rate, I cannot justify such clumsy and wasteful precautions in times like these when the back of the tax- and rate-payer is cracking. For this evil runs right through our system of government. We admit we cannot afford that every man's voice be heard in the process of legislation. We accept the need for representation but, even on the edge of bankruptcy, we cannot tolerate any proposal to reduce representation by making each delegate the voice of a larger section. And therein lies the root cause of most of our bureaucratic complaints to-day. From this over-exuberance of the democratic system, we can find the cause of the breakdown in the health of Ministers, of the demands for more pay by M.P.s, of soaring taxes and rates, clerical staff and paper wastage.

No doubt it would seem retrograde if Birmingham's parliamentary representation were reduced by two Members. In 1830 Midhurst was better represented than Birmingham, to-day Birmingham returns twelve Members.

Yet we were financially sounder in 1830 than in 1953, and democracy has certainly proved a very expensive, if otherwise commendable, form of government. Yet somehow it would not look to me so revolutionary or retrograde if Justice Muddlecombe on the "Standing Joint" were compelled to represent two neighbouring Petty Sessional Courts instead of one. I think democracy would not thereby suffer a grievous setback, and it would mean a farthing off the rates. A trifle; yes, but a tremendous trifle, for it would be a gesture of acknowledgment of a desperate state of affairs. Unfortunately, it would be most unpopular, and from the Minister downwards there is not a man in authority who would sponsor such a proposal. We are Laocoon, caught in the toils of talk; we are strangled with words, choked with paper, drowned in printer's ink. "Democracy" is on everybody's tongue. It has its furtive hand in everybody's pocket.

EXHIBITIONS AT COUNTY HALL, THE HOME OF THE L.C.C.

WHERE THE LONDON COUNTY COUNCIL HOLD THEIR MEETINGS—A VISITOR BEING SHOWN ROUND THE COUNCIL CHAMBER BY A GUIDE: Until September 19, County Hall, the home of the London County Council, will be open to the public. As well as seeing the Council Chamber, where L.C.C. members hold their meetings, the visitor to County Hall may see two other exhibitions. One of these depicts the work done by the Council, each department having a section showing, with the aid of photographs and much written material, the scope of its work. The other exhibition is called "London Pleasures," and shows some of the various relaxations indulged in by Londoners since the reign of Queen Elizabeth I. County Hall was completed in 1932.

COMEDY OF MANNERS

THE REVIVAL OF FREDERICK LONSDALE'S "AREN'T WE ALL?" AT THE HAYMARKET THEATRE

MARIE LÖHR AS LADY FRINTON: Marie Löhr was in management of the Globe Theatre in 1923, when *Aren't We All?* was first produced there. She created the role of Margot Tatham, now played by Jane Baxter.

LORD GRENHAM PULLS THE STRINGS: The amiable old roué, played by Ronald Squire, schemes to reconcile his daughter-in-law (played by Jane Baxter, on left) with his son, in the revival of Frederick Lonsdale's *Aren't We All?* at the Haymarket Theatre. Roland Culver's first production has been lavishly clothed and decorated by Cecil Beaton in the style of 1914—about ten years before the comedy was first done at the Globe Theatre in 1923. The slight but amiable comedy of manners tells how Lord Grenham's son is compromised by a "little actress" when he is discovered kissing her by his wife, who has returned unexpectedly from a holiday. The slight lapse becomes exaggerated until it nearly breaks up the marriage. But Lord Grenham is determined that it shall not do so, and his machinations are effective, although they do not work out quite as he had planned. *Aren't We All?* revives many memories. Marie Löhr, who now plays Lady Frinton, was in the original production as Margot Tatham, the part now played by Jane Baxter. She also played Lady Frinton in another revival in the early '30's, and in the film. Ronald Howard, as the Hon. Willie Tatham, inherits the part from his father, the late Leslie Howard, who played it in the original Broadway production thirty years ago. Frederick Lonsdale had always wanted his old friend, Ronald Squire, to play the part of Lord Grenham, but neither in the first production nor in the earlier revival was he available.

DISAPPROVING LOOKS: Lord Grenham's sister and brother-in-law are unwelcome and censorious visitors to his country house. From left to right are George Howe as the Rev. Ernest Lynton; Marjorie Fielding as Angela Lynton; and Ronald Squire.

THE CAUSE OF ALL THE TROUBLE: Margot Tatham (Jane Baxter) surprises her husband, the Hon. Willie Tatham (Ronald Howard), in the arms of the capricious young actress, Kitty Lake (Ann Robinson). The incident in Act I of *Aren't We All?* which sets the plot of the comedy in motion.

LONDON'S SOUTH BANK PROMENADE : A general view of the new walk along the Thames, which occupies part of the site of the South Bank Exhibition of the Festival of Britain. The promenade is adorned with lawns and flower-beds ; on the extreme right is the restaurant.

During the 1951 Festival of Britain, visitors to the great exhibition on the South Bank of the River Thames made use of the new promenade which had been built between County Hall and Waterloo Bridge. At the close of the Festival the Thames-side walk was retained and within a short while people were able to stroll right along the Embankment to Westminster Bridge. As time progressed and more and more of the Exhibition buildings were demolished, workmen went about the task of making the promenade look as attractive as possible. To-day the scene is one of complete transformation, for the newly-laid turf and beds of flowers provide a picture totally different from a few years ago, when the South Bank was a dreary and desolate sight when seen from the opposite Embankment. The Thames-side restaurant, just below Waterloo Bridge, has been retained, and the tennis courts, which at one time formed part of the Sports Pavilion of the Exhibition, continue to draw patronage. Near by is the Festival Hall, and beyond that is a big circular lawn. Little wonder then that this new Thames-side Embankment has been drawing crowds of lunchtime Londoners.

Home News in Pictures

LONDON'S NEW PROMENADE ALONG THE THAMES

The Launch of the Clyde's Biggest Post-war Yacht ; Activities of the Three Armed Services ; Restoration at Aylesford ; and Other Events in London, Scotland and the South

THE LARGEST YACHT TO BE BUILT ON THE CLYDE SINCE BEFORE THE WAR ENTERS THE WATER AT GOUROCK : The 19½-ton yacht, named the *Flying Fifty*, has been built by Hugh McLean and Sons, Ltd., yacht builders of Gourock, for Mr. Gerald Ross of Nassau, in the Bahamas. An extreme development of the "Flying Group," designed by Uffa Fox, the yacht is the first Flying Fifty to be built, Mr. Ross having chosen this type of craft because of her shallow draught. She will not take part in any racing, being destined for use as the owner's home in the Bahamas. The extent of her sailing will be limited to a little cruising. She is 70 ft. overall, yawl-rigged and will carry 1,400 sq. ft. of canvas.

SCIENTISTS AND SOLDIERS GET TOGETHER AT AN ATOMIC WEAPONS EXERCISE AT CAMBERLEY STAFF COLLEGE : The exercise, known as "For'ard On," was held by Field-Marshal Sir John Harding, Chief of the Imperial General Staff, and attended by C.-in-C.s of Home and Overseas Commands, senior officers of the Royal Navy and R.A.F., representatives of S.H.A.P.E. and Commonwealth countries, and scientists. The object of the exercise was to study the use of atomic weapons in wartime. Seen in this picture from left are Mr. A. H. Head, Secretary of State for War ; General A. M. Gruenther, Supreme Allied Commander, Europe ; Earl Alexander, Minister of Defence ; Sir John Cockcroft, Chairman of the Defence Research Policy Committee, and Maharaj Shri Rajandra Sinhji, Indian C.-in-C.

FRENCH CHILDREN STRANDED IN LONDON BY THE WIDESPREAD STRIKES IN FRANCE : A party of French schoolchildren, visiting this country on a holiday organised by the Riviera Holiday Schools towns, prepares to return to France after being held up by the lack of transport caused by the strike of French State workers. They are seen in a bus at Victoria en route to join a plane which was to fly them back to their own country. They were to have travelled by boat to France and thence to their destination by train, but this arrangement had to be cancelled owing to the lack of facilities at the French ports. Instead, the holiday organisation responsible for the children chartered a plane for the entire journey.

A TANK COMES TO TEA: This was the scene at 197, Aldershot Road, Crookham, Hampshire, after an 11-ton tank had crashed into the house, smashing its way through the hall and living-room, finally coming to rest in the drawing-room. Greta Molay, aged fifteen, who was sitting in the living-room at the time of the crash, escaped injury. She had been warned by a shout of "Mind, Rita, there's a tank coming through the wall." Her ten-year-old brother, Tony, hit by masonry, was taken to hospital with slight injuries, but Mrs. Molay, in an upstairs room, escaped by climbing through a window. The driver of the tank was also taken to hospital, as he was suffering from shock.

THE PROGRESS OF RESTORATION AT THE ANCIENT PRIORY AT AYLESFORD, KENT: The first stage of the restoration was completed a few days ago, the buildings round the medieval courtyard, known as the great court, being made habitable and ready for service. The new buildings are seen on the right of this picture, which also shows a group of visitors gathered in the great court. Since the Carmelites returned to their ancient priory at Aylesford, four years ago, much work has been carried out on the buildings. The Aylesford Priory, dissolved by King Henry VIII, was, in 1247, the meeting-place of the first General Chapter of the Order in England.

BY GREEN LINE COACH THROUGH JAPAN: Naval Ratings manhandling a Green Line coach into position on the flight-deck of the aircraft-carrier *Perseus* at Portsmouth ready for shipment to Japan. The coach, together with the one seen in the rear which has been sent from the City of Liverpool, will be used for sight-seeing tours for Commonwealth troops in Japan. The dispatch of the coaches followed an appeal by Lady Reading, President of the Women's Voluntary Service, who was in Japan recently.

BLESSING THE HORSES AT A SPECIAL SCOTTISH SERVICE: The Rev. C. M. Hepburn, of Crieff, Perthshire, is seen conducting the service at Millhills, the Crieff home of Mr. and Mrs. D. M. Stewart. It was the first time that such a service had been held in a rural area in Scotland, and was attended by twenty riders and their ponies. In the foreground is a table, representing the altar, decorated with harness and other riding accessories. The preacher is using a sundial as his pulpit. Mrs. Stewart is one of the leading breeders of Shorthorn cattle in the country.

On right—

THE PARADE OF THE HAMPSHIRE FOXHOUNDS AT THE ALDERSHOT SHOW, AT RUSHMOOR ARENA: The Aldershot Show, "the finest Military Horse Show of the year," included Horse, Foxhound, Beagle and Dog Shows, Farriery Competitions, and Military and Commercial Displays. It was held under the patronage of the Duke of Gloucester for the benefit of the Aldershot Command Trust. The usual coaching marathon was arranged for last Saturday. Thursday was soldiers' day and the winner of the troop horse class was Bloodshot (Household Cavalry), ridden by Corporal of Horse, Hutton, an expert at show-jumping competitions.

BOWLING DOWN THE PORTSMOUTH ROAD

The Revival of a Famous Coach Service which was Run a Hundred Years Ago

A COACHING REVIVAL—THE RED ROVER ON ITS WAY TO SOUTHAMPTON FROM LONDON : The coach, driven by Mr. Saunders Watney, is seen on the Portsmouth Road, near the Wisley Hut Hotel. The Red Rover was a famous coach 100 years ago, when it was driven daily from the Bolt in Tun, in Fleet Street, to Southampton. The present owners of the coach, Messrs. Watney, Combe, Reid and Company, have revived this historic journey, and once every year drive from the Stag Brewery, in Victoria, as the old Bolt in Tun is no longer in existence.

On left—

A STOP FOR REFRESHMENT ON THE WAY TO SOUTHAMPTON : Smoking a cigarette is Mr. Saunders Watney, a member of the brewing firm. Among the others seated around the table are Mrs. S. Watney, Colonel Grenville-Williams and Mr. Robin Soames. They are seen at The Wheatsheaf at Esher.

COACHING IS VERY THIRSTY WORK : Mr. Harry Love, who claims to have been associated with every coaching service that has been run since 1890, is seen enjoying a drink at a stop on the way back to London. *On right*—The Red Rover on its way through Richmond Park on the outward journey. The annual ride of the Red Rover is made possible by the co-operation of members of the Coaching Club, who lend the owners of the coach teams for the journey. Altogether nine teams are used, the coach making eight halts on the way to Southampton and eight on the way back. The halts are made at historic inns : The Bull, at East Sheen ; The Wheatsheaf, Esher ; The Jovial Sailor, at Ripley ; The Anchor, Normandy ; The Marlborough Head, Farnborough ; The Swan, Alton ; and The Bell, Alresford.

PRELIMINARY TESTS ARE MADE IN PROFESSOR PICCARD'S BATHYSPHERE AT CASTELLAMMARE, NEAR NAPLES: The Professor and his son Jacques plan to make descents into the Tyrrhenian sea in the bathysphere in September. During preliminary tests, a petrol leakage was discovered, which did considerable damage to the batteries and caused a postponement in the operations. By selling the sole rights to cover his diving attempts to French newspapers, Professor Piccard has angered Italian journalists.

The first serious test of Professor Piccard's new bathysphere was held in public at Castellammare, Naples, last week. This was after there had been several hold-ups caused by petrol leakages, which were discovered at preliminary immersions. In its first dive, the bathysphere went down to a depth of 55 ft. While the diving machine was on view to the public, armed Italian naval sentries stood guard over it. Next month the Professor will move his bathysphere over to the small island of Ponza, from where he and his son Jacques will attempt to dive to a depth of over 10,000 ft.

Despite his professorial appearance, Professor Piccard has a sharp business acumen, and has sold the film and newspaper rights to French syndicates for £15,000. As the Italian authorities have given the Professor a great deal of financial help, Italian journalists feel that they have been given a raw deal, and the Italian Naval Minister has been obliged to exert his authority to enable other Press men to cover the expedition. Meanwhile, there has been a challenger: Commandant Houot, of the French Navy, using one of the Professor's discarded bathyspheres, has reached a depth of 6,890 ft. off Cap Ferrat.

TESTING THE BATHYSPHERE

PROFESSOR PICCARD AND HIS SON TAKE THEIR DIVING MACHINE ON TESTS AT CASTELLAMMARE

GOING DOWN: The bathysphere is seen during its first trial dive. Technicians and other specialists are watching from rowing boats near by. The leakage, which was discovered by the Professor's son Jacques, meant that a special journey had to be made for new accumulators.

THE PROFESSOR AND HIS SON SEEN AT THE TRIAL OPERATIONS AT CASTELLAMMARE: *On left*—Jacques Piccard, wearing diving apparatus, returns to a jetty after making an under-water inspection of the bathysphere. *On right*—Professor Piccard watching workmen loading gasoline into the upper part of the bathysphere before the first dive was made. The bathysphere will carry about 25,000 gallons of petrol, which will enable the craft to return to the surface after a deep dive.

"THE GLORIOUS TWELFTH" IN PERTHSHIRE: Members of Mr. Tom M. Burrell's shoot at Lochan, near Amulree, making their way uphill on the opening day of the grouse-shooting season. Although weather conditions in Scotland were changeable, many guns were out and on several moors big coveys were found. There had been much speculation this year as to whether the prospects would be good, but the sunshine of early August improved matters and most sportsmen were pleased at the outcome.

There were mixed prospects for the grouse season this year, but on the opening day, "the Glorious Twelfth," good coveys were found on several moors and sportsmen agreed that the season would provide good sport. Weather conditions, following the heavy rain of May and June and then the heat-wave of early August, varied throughout Scotland, but in Yorkshire the guns were out in brilliant sunshine. There were no reports of heavy bags on the first day; indeed, many sportsmen were content in just "walking over" the moors. Most of the guns in Scotland are being made up from small house parties, and the day on the moor is comparatively short. On Deeside, where the Queen has rented additional moors, the Duke of Edinburgh has been out with small parties, the more serious shooting being arranged for later in the month. Down in Yorkshire, where the temperature on "the Twelfth" was tempered by strong breezes, the birds were of good quality. Enjoying the first day near Malham was Mr. R. A. Butler, who was out with Viscount Swinton's party.

OUT ON THE MOORS

"THE GLORIOUS TWELFTH" IN SCOTLAND AND ENGLAND

Although the Season Opened Quietly, Big Coveys were Found, and there are Indications of Good Prospects; on "the Twelfth" Many People were Content with Just "Walking the Moors"

OUT ON THE MOORS OF DERBYSHIRE AND YORKSHIRE: *Left*—Mr. W. B. Siddons, tenant of the White Path Moss Moor, taking part in the shoot at Ringinglow, Derbyshire. *Right*—Members of a party of eight guns organised by Colonel Duncan, shooting over Whit Moor, near Blubberhouse, Yorkshire, on Wednesday of last week. There were reports of good sport in Yorkshire, but beaters found it heavy going in the heat-wave temperatures and there were no outstanding bags on the first day.

EVERYTHING STOPS FOR LUNCH: Lord Jessel and his family and friends interrupt their grouse-shooting on "the Glorious Twelfth" and stop for lunch on the moors on Loch Lomondside, near Balmaha. The weather varied in different parts of Scotland, but most areas enjoyed bright intervals.

RETRIEVING THE FIRST BIRD OF THE SEASON: Judy retrieves for Colonel Dewhurst, one of the guns in Captain Michael's party on Riemore, near Dunkeld, Perthshire, where bad weather marred the shooting.

CAPTAIN LYLE'S PARTY ON RIEMORE, DUNKELD: From left to right are the Earl of Cadogan, Captain Michael Lyle, Colonel H. L. Dewhurst, Captain James Rattray and Mr. Edward Warner. The weather in Perthshire was often wet and thundery.

RETRIEVING AT LOCHAN, NEAR AMULREE: Lord Forteviot seen with one of the retrieving dogs during the shoot held near Loch Freuchie.

A RESPITE FOR THE CHANCELLOR: Mr. R. A. Butler seen at the butts on the moors at Masham, Yorkshire, where he was a member of Viscount Swinton's party. The shoot formed part of Mr. Butler's holiday. With him was Sir Thomas Dugdale, Minister of Agriculture.

COUNTING THE BAG ON GLEN QUOICH, NEAR AMULREE: Four guns were out in the early morning in this party and they had a bag of 22 brace by lunchtime. Grouse fetched high prices in London on the evening of "The Twelfth," the birds being sent direct from the moors. At West End hotels where grouse was served for dinner, prices ranged from £1 10s. to £2 10s. for one bird.

The Sphere of Travel

WESTWARD TO THE "ISLES OF SUNSHINE"

By Air and Sea to the Islands in The Spanish Main

HOLIDAY-MAKING IN SOUTH AMERICA

By GORDON COOPER

THE BEACH AT BATHSHEBA, ON THE EAST COAST OF BARBADOS, EASTERNMOST OF THE WINDWARD ISLES, IN THE BRITISH WEST INDIES: One of the main holiday attractions on this island is the surf-bathing.

THE West Indies have been aptly called the "Isles of Sunshine." They lie within the Tropics, north of the Equator, and there is scarcely a day on which the sun does not shine on them. Their climate is mild and equable and healthy, and, in the winter months, when the heat is tempered by the refreshing north-east trade wind, it is particularly enjoyable. The scenery of most of the islands is incomparably grand, the flora and vegetation luxuriant and impressive, and there is also a wealth of historical associations and traditions. So what more can the sun-worshipper crave for, especially as on several of the more important islands there are excellent accommodation facilities? On the smaller ones the hotels may be on a simpler standard, but they are also much cheaper in their prices and will appeal to those people who like to escape from fashionable crowds.

Frankly, to-day Bermuda (an Atlantic isle), the Bahamas and Jamaica are all mainly intent, quite naturally, in catering for American visitors. Their publicity material, their hotels and the communications are being more and more based on the dollar trade. I have, for instance, by me the latest official leaflet giving Jamaica's hotel rates—in American dollars. A note informs possible British visitors how they can adjust these rates to British equivalents. The local currency (B.W.I. dollar) is not even mentioned. I estimate, in any case, that to stay at a good-class hotel in either Bermuda or the Bahamas would cost a minimum of £8 to £10 a day, and in Jamaica about half these rates. Cheaper accommodation is, of course, available in smaller hotels and in boarding-houses.

It is when you come to consider the Leeward and Windward Islands that you find a pleasing return to sterling standards. The latter group is especially attractive, for the islands of Barbados, Tobago, Grenada and St. Lucia are all satisfactorily supplied with good hotels. My recommendations are: for Barbados, the well-known Crane Hotel, which is perched on the edge of a cliff and has its own private beach of white coral sand; for Tobago, the Hotel Robinson Crusoe—for this unspoiled isle, so easily reached from Trinidad, has adopted a somewhat vague legend and now calls itself "Robinson Crusoe's Isle"; for Grenada, the Hotel Santa Maria; and for St. Lucia, the Hotel St. Antoine, which is pleasantly situated on the hillside behind the island's small capital.

Barbados prides itself on being the most English of the West Indian Islands, and its House of Assembly is the third oldest legislative body in the British Empire. The island is hilly but not mountainous; and an unusual sight is the return on most days of the flying fish fleet, swift schooners which, with their white canvas bellowing to the constant breeze, would make a good match for the most famous tea clipper. Another attractive holiday feature is the surf-bathing.

Tobago, Grenada, "the Spice Island of the West," and St. Lucia, "the Faithful," are still unspoiled places, all of them picturesque and redolent with history, where you can bathe and fish and laze to your heart's content, and without the feeling that you have to be in any way "fashionable"—a phrase used mainly nowadays to describe crowded rather than stylish resorts.

In the Leeward Islands Antigua has the pleasant Beach Hotel, which has its own private sandy beach. Some people pronounce Antigua as if it rhymed with "big you are." That is altogether wrong. The correct pronunciation is "Anteega," for the name is Spanish. It was given to the island by Columbus, who discovered it in 1493, in honour of the Church of Santa Marta la Antigua in Seville. It is interesting to record, too, that this island has a record almost equal to that of Barbados, over which no foreign flag has ever flown. In the case of Antigua, however, the island was captured by the French in 1666, who were, however, compelled to hand it back by the Treaty of Breda in 1667.

Information about and reservations for hotels in the British West Indies are rather outside the scope of most travel agents, so for anyone interested I would advise them to get in touch with Cook's or Benson Travelways Limited (85, Knightsbridge, London, S.W.1). Both firms specialise in travel to this part of the world.

The fastest way of reaching Bermuda and the West Indies is by air. By B.O.A.C. Stratocruiser you can leave London Airport at 10.30 a.m. on a Monday and arrive the same day at 10.15 p.m. at Bermuda, four hour later at Nassau in the Bahamas, and finally terminate this direct flight at Montego Bay (Jamaica) at 5.15 a.m. on Tuesday morning. If ever the designation "Magic Carpet" can be used it must surely apply to this amazing journey. There are other air routes, details of which can be supplied by any travel agent. Then, within the bounds of the Caribbean Sea, the British West Indian Airways provide linking services with most of the smaller islands, including all those I have recommended.

Despite the speed of air travel, there will, however, be many who prefer to make the journey by sea. Apart from the pleasure to be derived from a holiday afloat, an approach to any port, at least on the initial occasion, is best observed from the deck of a steamer—although I have often noticed how few passengers ever trouble to make this observation, especially if it interferes in any way with their ordinary routine. Personally, I know of no greater travel joy than to get my first sight, in the half-light of an early dawn, of an island looming ahead. If it is an unknown island, better still.

To return, however, to more practical matters. Although Elders and Fyffes maintain a regular steamship service between Britain and West Indian ports, berths have usually to be booked months in advance. As an alternative you could try the French Line, travel *via* New York, or get a passage on a freighter. It is impracticable to go into further details here, for so much depends upon when you plan to go and how long you wish to be away from home. Here again, I find Cook's know most of the answers, while a recommended firm that specialises solely in sea voyages of every kind is Informal Travels Limited (45, Queensway, London, W.2).

Apart from direct sailings to and from the West Indies—you can sometimes arrange to vary the ports of call by travelling out by one line, returning by another. Then there are the organised cruises. One outstanding suggestion of this kind is a Christmas cruise of thirty-four days' duration by the S.S. *Empress of Scotland*, calling probably at Bahamas, Barbados, Casablanca, Dominica, Kingston, Madeira, Martinique and Trinidad. There is only first-class accommodation, and the minimum fare is £240. And there are round trips by freighters, too.

Now I turn to holiday-making in South America. Apart from British Guiana (which is in the sterling area), British visitors are rather shackled by the amount of foreign currency they can take with them. It is, however, possible to spend a limited time ashore in Brazil, a country in which the exchange value of sterling has considerably increased. Rio de Janeiro and Santos are two Brazilian ports served by both the Royal Mail Lines and the Blue Star Line. These two lines have now co-operated to the extent of making arrangements for their tickets to be interchangeable. Thus, in certain cases you might travel out by Royal Mail to Rio, stay there for a while, and then journey home by Blue Star ship.

In the case of the Argentine, a terminal port, passengers on either the *Alcantara* or *Andes* may use the ship as their hotel and remain on board whilst in port at Buenos Aires, an extra charge being made, of course, for the facility. This suggestion may well appeal to those who want to experience a fair weather sea voyage and yet have a short break on land.

In addition to these regular passenger services, there are various freighter round voyages which are worth considering. For under £400 you can, for instance, travel on Dutch, Scandinavian and German freighters, accommodating four to twelve passengers in each boat. These ships call at some unusual ports, such as Curaçao, Lalibertad and Guayaquil (Ecuador), Trujillo and Callao (Peru), Arica, Iquique, Mejillones, Antofagasta and Valparaiso in Chile. Such an itinerary must surely stir the imagination of those who have the wanderlust.

THE CAPITAL AND ADMINISTRATIVE CENTRE OF GRENADA, "SPICE ISLAND OF THE WEST": This is the scene from the castle, showing the town of St. George's, built on a peninsula on the west coast of the island. The harbour is nearly landlocked. Grenada is one of the most beautiful islands of the West Indies.

Take Guayaquil, for instance, which I have not yet visited, but which gets nearly a page of description in *The South American Handbook* (Trade and Travel Publications Limited, 7s. 6d.). Regarding this port it gives the information that "the dazzling white Cemetery is worth seeing," that "on August 15 and 16 there is a pilgrimage along the railway track to Yaguachi." Will the Cemetery, I ask myself, be as remarkable as the famous Campo Santo in Genoa? And what about Yaguachi? Here I can, after consulting the Handbook, tell you that "more than 15,000 visitors pour into this little town to attend the feast day of San Jacinto, who is famous in the region for having put an end to many epidemics." The best things in travel are all undesigned, but I cannot help feeling that the rare tourist to these off-the-beaten-track ports stands quite a good chance of gathering quite a collection of unusual memories—the main reward of all journeying.

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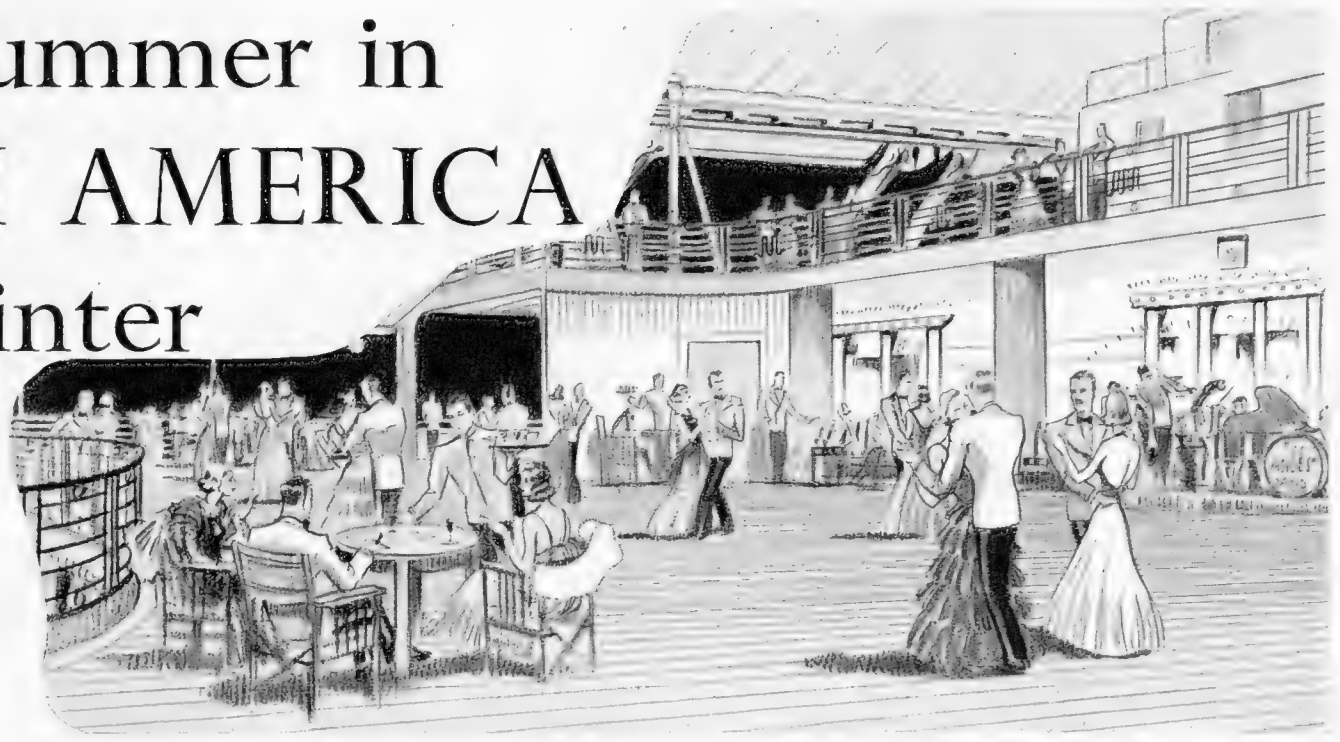

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The World of Books—By VERNON FANE

RECORD OF A HAZARDOUS SPORT

Dr. Gilbert Doukan's Account of Underwater Fishing; The Last Diary of a Young French Explorer; and a Spate of New Novels

WHATEVER the English summer, or lack of it, and however strange its vagaries, there are still coasts and climes where swimming may really be enjoyed in or under the water. In the Mediterranean particularly, where conditions for such sports are ideal, every third swimmer seems to be equipped with a glass and rubber mask to cover his eyes and nose, and a strange, erect tube coming from his mouth above the surface of the water, for air. More daring people have tanks of oxygen strapped to their backs and dive really deep with spears or arrow "guns" in their hands to catch whatever fish are about. Dr. Gilbert Doukan belongs to the latter breed, and his book, UNDERWATER HUNTING (Allen and Unwin. 16s.), is a fascinating record of his own and his friends' experiences at this hazardous sport.

Dr. Doukan, having a scientific and practical turn of mind, has designed his book to be of the maximum helpfulness to anyone who wishes to follow his lead, and writes in some detail of the proper equipment, the dangers (anything from the bends to jellyfish), the best locales and the rewards. On the subject of *where* to fish, it can be said that the author is at his most definite: the Mediterranean, whether off the south coast of France or the north coast of Africa, is in; the Atlantic, the Channel and the North Sea are as nearly as possible out. And if anyone should question this let him read, on page 109, the paragraph on the drawbacks of the west coast of France. It is enough, in its splendid thoroughness, to make any travel bureau cut its collective throat.

The only adverse criticism that I would have of the book is that the translation, by Mr. Bernard Miall, is so literal as to make near-nonsense of the text. It cannot be said, for instance, that to write of the sting ray's "maleficent appendage" is being exactly fair to author or reader, and there are countless other examples, as awkward and unfunny as if one were to be greeted with the words: "And how do you carry yourself, my old?" Come to think of it, much less funny.

JOURNEY WITHOUT RETURN (Kimber. 15s.) is the published diary that was found, a month after his disappearance, at the last camp of a young French explorer. Raymond Maufrais was barely twenty-four when he set out in 1950 for French Guiana in the hope of finding the Eldorado of Indian legend, in the Tumuc Humac Mountains, and during the six months that his lonely expedition lasted he kept notes of his experiences, his plans for the future, and his attacks of pain and of homesickness. Nothing, we are told, has been altered in these pages, and the result is a touching, brave young document, occasionally shot with fine purple patches, more often simple and colloquial, and all most moving when read with the knowledge of his probable fate.

By contrast, the majority of this week's novels are a placid rather than an adventurous lot, and, as it turns out, none the worse for that. THE MIDLANDERS (Collins. 10s. 6d.), for instance, is a solid and well-constructed story about some of the people of the title, living in a prosperous small town, of which the chief industry is stocking manufacture, and one of the chief interests the rivalry between the Nonconformist members of the Town Council. Although that may sound a little dull, the very real talent of Miss Elizabeth Coxhead has been able to make it as absorbing as the result of an international match, and her power of creating natural and humanly imperfect characters makes it quite delightful reading. It might seem improbable that one could be interested in the turnover of a factory from stockings to twin-sets but the fact is that such an apparently mechanical change is affected by such purely personal motives that the suspicion of drabness hardly crosses the mind.

Miss Coxhead's devotion to the Midlands, the country of her own birth, is evident and attractive, and it is heartening to recognise her intention of doing for that region in fiction what so many scores of writers have attempted to do for the well-publicised north.

Mr. Nigel Heseltine's novel, his first, is for sophisticates, and is, consequently, bound to attract an equal number of the guileless, among whom, of course, it is always easier to count one's acquaintances than one's self. THE MYSTERIOUS PREGNANCY (Gollancz. 12s. 6d.) is not the most inviting of titles, and I am unimpressed by the information that it has been taken from an eighteenth-century novel, but the book itself has plenty to recommend it in its observation, its implicit wit, its stiletto-keen perception and the richness of its eccentric cast. The setting is Paris, and most of the characters are Irish, plus two highly unconventional Englishmen and an old French madam with a prize-fighter's right. The Irish contingent includes the two Irish ladies whose conditions have prompted the visit to Paris, a slightly oafish lover, and a fabulous and indigent old peer. It cannot be said that any fresh breath of young love and springtime blows through the book, but, nevertheless, it is highly entertaining.

WOOD-CARVING IN WALES—A SURVIVAL OF A RAPIDLY-VANISHING CRAFT: Mr. Peter Kirby, of Dyffryn Farm, in Snowdonia, is seen at work on an unusually-designed table which he is making from an elm-tree burr which had been seasoned for twelve years before being used. Mr. Kirby, who has been described as one of the most brilliant craftsmen in Great Britain, is a member of the Welsh Guild of Rural Craftsmen and at the Welsh National Eisteddfod at Rhyl this year he won the senior award in the woodwork section.

SONS OF GENTLEMEN (Collins. 10s. 6d.) deals with a situation which, one learns with alarm, may actually exist in present-day England. This is the opening of third-rate boarding schools from purely commercial reasons, and the establishment of totally unsatisfactory conditions, educational and hygienic, without either supervision or proper authority. Miss Doreen Wallace gives a sombre picture of what may happen in these circumstances with the boys actually filling the role of "little victims," and it is all the more disconcerting to feel that there is a background of truth to her story. In fact, so convincing is her writing that the happy ending, brought about almost by the wave of a good fairy's wand, is a little too good to be true. An extremely readable novel all the same, and one that shows a writer with a social conscience at her best.

Mr. Maurice Samuel's extravaganza is as queer as any coot, for this is the story of a man who wakes up in an odd kind of sanatorium to find himself a giant. The relatively tiny doctor and nurses that attend him bustle about with ladders and pulleys and diminutive cups and beakers in an ordered world of their own, but the man is living in a nightmare state of accepting the impossible, and adjusting himself to an unthinkable future. THE DEVIL THAT FAILED (Gollancz. 12s. 6d.) is immensely ingenious, even to its matter-of-fact explanation, but the reader shares some of the patient's horror, and even a little of his frustration.

LIMBO '90 (Secker and Warburg. 15s.) has overtones of Orwell and Huxley, but it is designed and written in a fiercely individual style by Mr. Bernard Wolfe, who writes, over-writes and practically explodes with enthusiasm for his theme, without passing on much of his verve to the reader. The book opens in 1990 with a young brain doctor who has escaped from World War III and has been living on an uncharted island for the past eighteen years, practising lobotomy on his friends the natives in order to curb their aggressive instincts. Eventually he finds himself back in the outside world, and discovers a strange new civilisation of men with plastic arms and legs and women with one-track minds. One takes it that the fantasy of the extremely unpleasant future is a satire on the present, but I found it less admonitory than overwhelming, and was left only with admiration for Mr. Wolfe's vitality.

To the present and the past, and an appreciation of traditional form with BEST CRICKET STORIES (Faber. 12s. 6d.), an admirable selection which has been made by Mr. E. W. Swanton, and which includes such gems as Bernard Darwin on the subject of W. G. Grace, Don Bradman on the problems of captaincy, and Siegfried Sassoon on The Flower Show Match. Since experts are always hypnotically interesting when they are on their own subjects—or so I have always thought—the stories by "Plum" Warner and P. G. H. Fender are among the best, and a great deal more than technically accurate, but I would also pick Ian Hay's tale of a boy's first cricket match (as a player, naturally) and Alison Uttley's unexpected but genuinely evocative story of golden cricket memories.

GOOD ANGEL SLEPT (Hodder and Stoughton. 12s. 6d.) is a novel of Yorkshire by Mr. Robert Greenwood, another kind of expert on his subject, who created the character of little Mr. Bunting during the war, had a natural success with him here and a less obvious one in Russia. The new book follows the fortunes and vicissitudes of a manufacturing town, rather as Miss Coxhead's does, and like hers, too, is concerned with the individual and his effect on the mechanical, rather than the reverse. Here the likeness ends, for although Mr. Greenwood has an equally romantic approach, he expresses it in more sombre and, to my mind, less convincing terms. His people, if it were not a paradox, seem set even in their vacillations, following only the impulses which are well within the limited framework of their characters. But this again is a very readable story and as sound and as smooth as the best Yorkshire products.

GUARDIANS OF THE QUEEN'S PEACE

George Howard's Survey of the Police Force Through the Centuries

That England's police are wonderful is one of the great truisms brought to us in the '20's and '30's by visiting film-stars whose desperate Press agents, searching to place in the mouths of their charges remarks which would endear them to the no-less-wonderful British public, felt that here at any rate was a safe and acceptable line; and, of course, it surely is acceptable, for the executive arm of justice in this land has, despite its occasional lapses, earned the deep respect of the British people, and of people in other lands besides. In his new volume, GUARDIANS OF THE QUEEN'S PEACE (Odhams Press. 15s.), George Howard shows just how England's great system of law enforcement has grown up. He goes right back to the days when primitive tribes elected a man in every family to be responsible for the good behaviour of the rest. We see the Tudor constable in the reign of Elizabeth I watching for the invasion beacons as the Armada sailed for these shores, the seventeenth-century watchman dealing with crime in the roistering days of the Restoration, and the exciting exploits of the Bow Street Runners, grappling with highwaymen, pickpockets and cut-purses in London, the "wickedest city upon earth." To-day, the work of the police is vastly complex, but all the elements of excitement and high adventure are still there. In the final chapter of this very valuable survey the author deals with some of the problems confronting the police force to-day; not least, the burdensome duties of recording, reporting and investigating petty infringements which detract so seriously from the time which can be spent upon the vital functions of preventing crime and protecting the law-abiding citizen.

Thrusting themselves up from the sea only 26 miles from Land's End, the Scilly Isles have an individuality and charm all their own. Here the seas are more blue, the sands more white, than on other shores round the coasts of England, and there is an air of being away from it all. THE SCILLY ISLES (Robert Hale. 18s.) have been made the subject of one of the new Regional Books, and Lady Vivyan, renowned as a writer on Cornish land and seascape, describes them with knowledge and enthusiasm. The five large islands of the group, St. Mary, Tresco (of the tropical gardens), St. Martin, St. Agnes and Bryer, are inhabited by a total of about 1,400 people. The island of Samson had one family in the eighteenth century, when Robert Heath made his survey, but it is now uninhabited, a haunt of the gulls and in springtime a riot of golden gorse. To walk the length of this island, says Lady Vivyan, "is to feel that you are bestriding two seas on the back of a whale." There are four other grass-bearing islands in the group, St. Helen, Tean, White Island and Annet, and then there are the ten uninhabited eastern isles and the spectacular Western Rocks that lie beyond St. Agnes. This is a very detailed record of the Scillies, recounting fact and legend and sometimes separating them successfully. The author has succeeded in a notable manner in conveying the atmosphere of these "Isles of the Blest."

Here is a somewhat grim story which will no doubt enjoy some success because the theme, if not ideal for holiday reading, is a compelling theme. In PRISON ON THE MOOR (John Long. 15s.), Justin Atholl tells the story of Dartmoor Prison, the grim, grey group of buildings in the heart of one of England's loveliest upland areas, a place which ranks in the world's reckoning with the Bastille, Devil's Island, Sing Sing and Alcatraz. A cesspool of humanity was how Sir William Joynson Hicks described the prison after an official visit in 1927, and there is no doubt on reading these sometimes tragic often sordid pages, that there is a malevolent atmosphere about the place, for all the loveliness of the countryside that lies beyond and around it. The author is full of human interest stories, and shows us that not all Dartmoor's inhabitants have been desperate men. Patriots, revolutionaries, conscientious objectors and even "the man who broke the bank at Monte Carlo" have been within the portals of Dartmoor, and, as Justin Atholl indicates, they have played their part in lightening the gloom of this abode of "lost and forgotten men."

Thomas Weir, whose work as a mountaineer and photographer is well known to readers of THE SPHERE by reason of past contributions on Scottish and Himalayan adventures, records in CAMPS AND CLIMBS IN ARCTIC NORWAY (Cassell. 15s.) a holiday spent both on the mainland and in the Lofotens, where he enjoyed some really wonderful climbing and obtained some grand photographs, some of which he reproduces in this volume.

In THE LAND OF THREE WORLDS (Andrew Melrose. 18s.), Everild Young, a shrewd and seasoned traveller who has journeyed from Iceland to the Roaring Forties, tells of her travels in Peru. She crossed the highest passes in the Andes, explored the mysterious ruined cities in the clouds, and then came down through the jungle in a balsa raft. Miss Young writes without straining for dramatic effect, and has produced a most exciting narrative.

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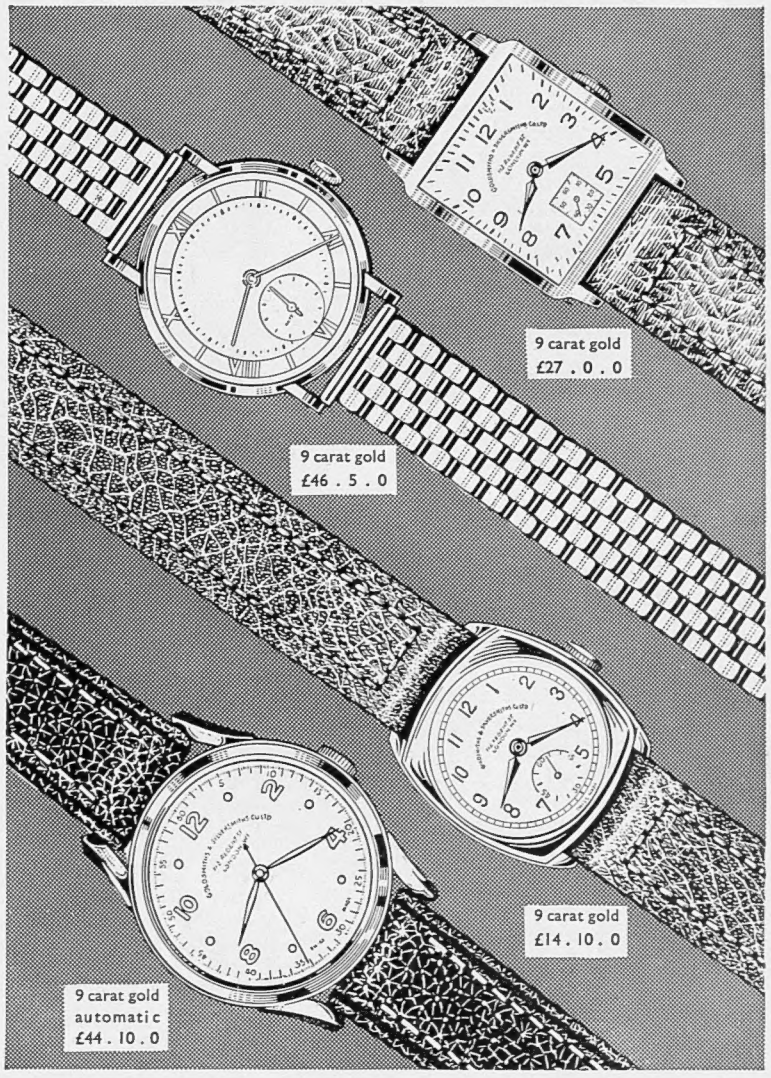

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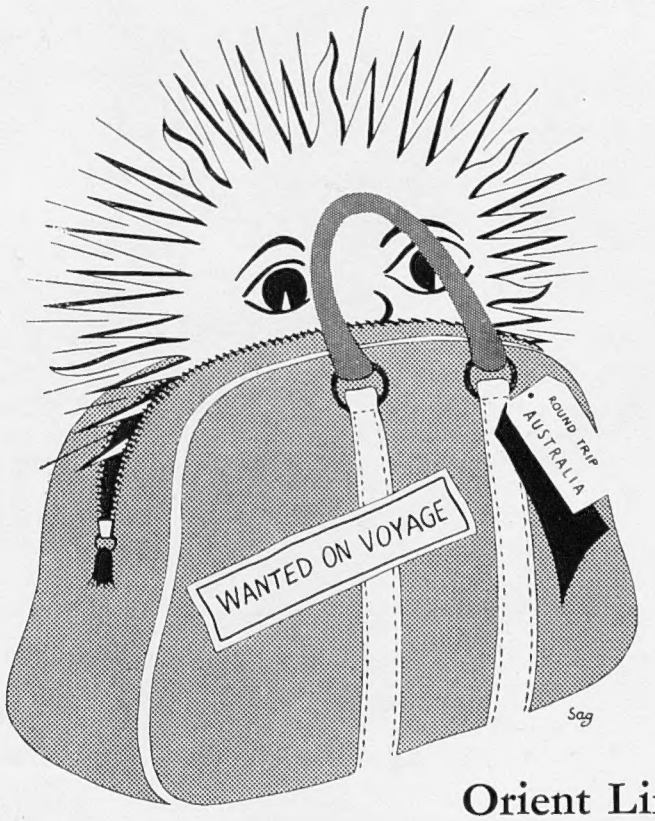

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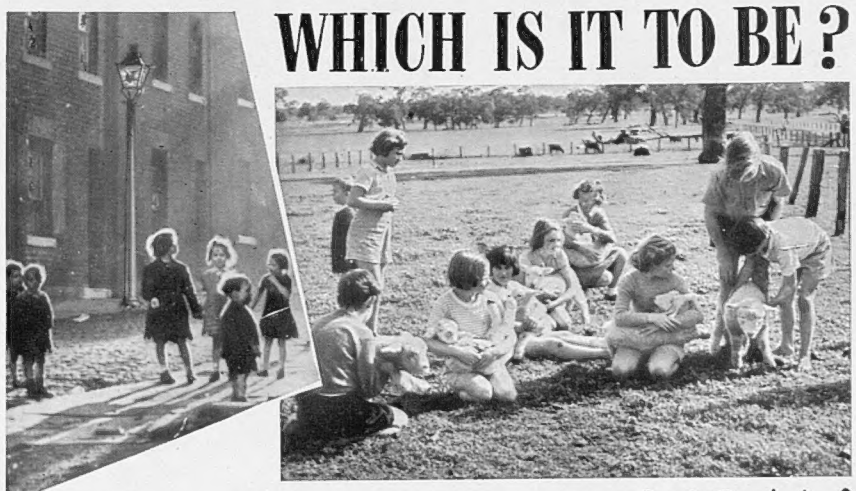

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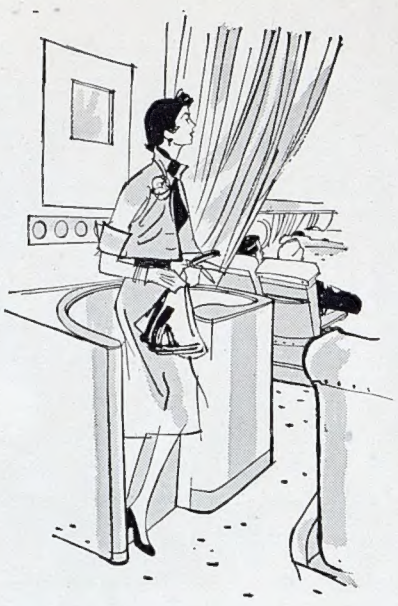

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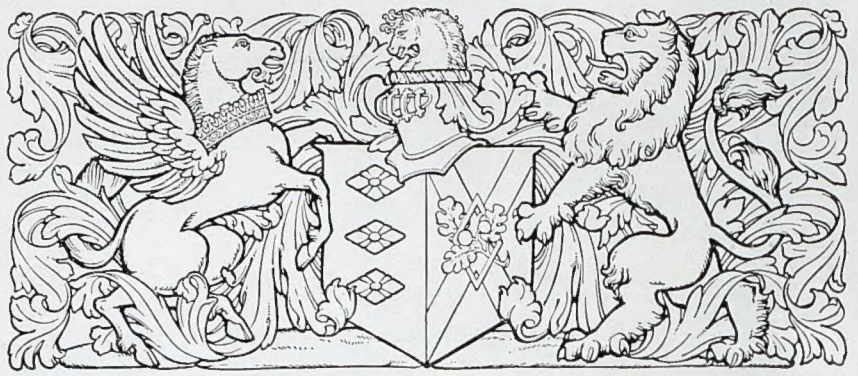

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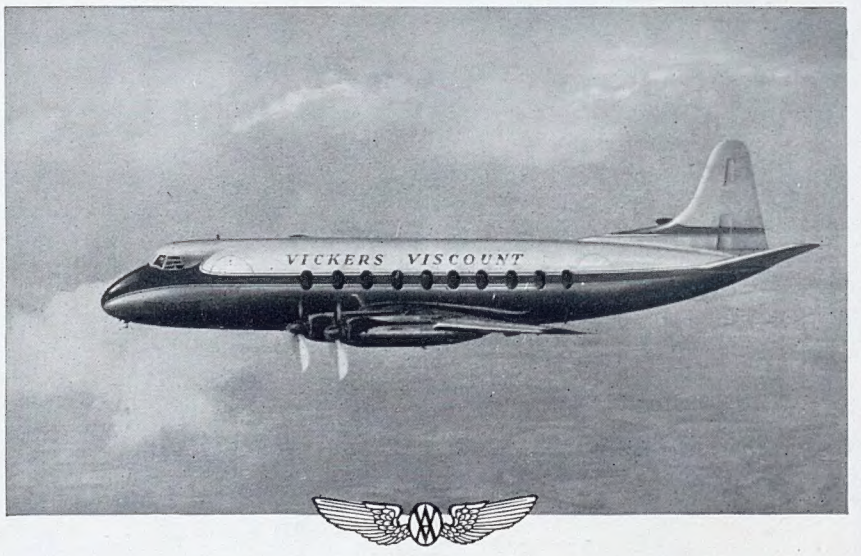

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